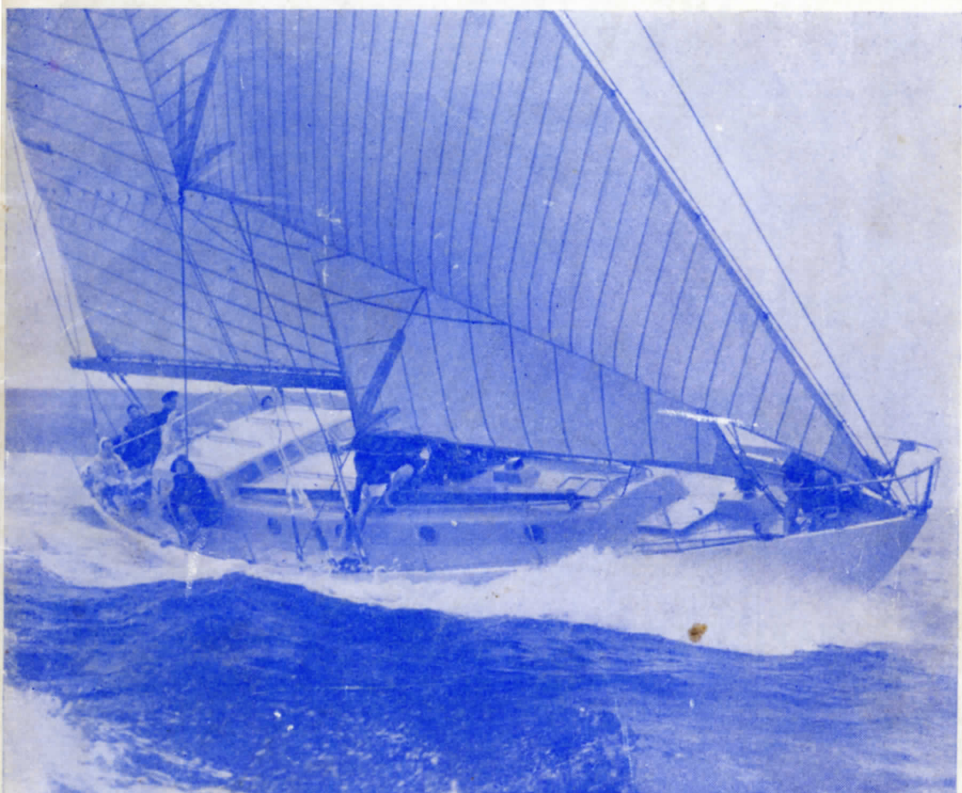



C.Y.C.A.
SYDNEY-HOBART
YACHT RACE

1957



Souvenir Programme, 2/-



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Sydney-Hobart 1957

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Vic. Meyer's powerful cutter, "Solo"—Sydney-Hobart Race winner, 1956.

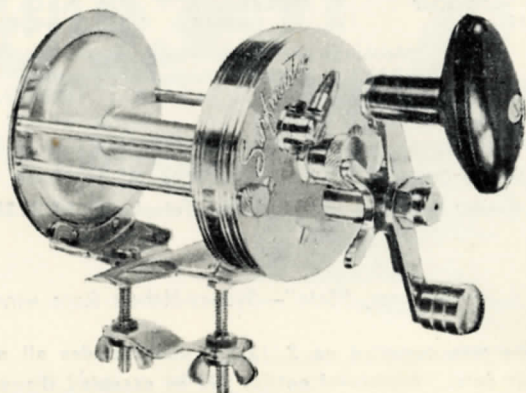
This programme was compiled on 2/12/57 and includes all anticipated entrants to that date. Additional entries will be accepted though they do not appear in this programme.

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WHY DO WE GO TO SEA IN YACHTS?



Commodore M. E. Davey.

It has been said, "You do not have to be crazy to be a yachtsman, but it does help."

I am often asked, "When you are out at sea in a storm and are wet, cold, tired and perhaps hungry, don't you sometimes wish you were at home in bed?" The answer is, "Of course I do." However, there are compensations. The weather changes, the sun comes out, a good meal is put away and there is an inward thrill of satisfaction of a victory won over the elements and a feeling of confidence in a stout little ship and its crew.

Much the same may be said about many sports; the footballer does not enjoy his face being pushed in the mud, nor the cricketer facing body-line bowling, but we all love our sport and must take the bad with the good. Yachtsmen are only sportsmen who love the sea, which is one of the oldest traditions of our race and it is part of the sport of Ocean Racing to pit one's skill and stamina against the elements, as well as against one's competitors.

There is, of course, an element of danger. The sea shows no mercy to those who are ill-equipped or ill-advised and it must at all times be treated with respect.

The Cruising Yacht Club of Australia lays down very stringent safety requirements which must be complied with before any yacht may start in an ocean race. These include checking water, stores, storm sails, life saving appliances, first aid supplies, distress signals, etc., and this year, two-way radio equipment has been made compulsory. However, accidents are rare and statistics prove that Ocean Racing in well-found yachts is far safer than crossing a busy street.

Since the first Sydney-Hobart race in 1945, from 14 to 28 yachts have crossed the starting line each year. Many yachts have sailed thousands of miles from such places as America, New Guinea, New Zealand, South Australia, Tasmania, Victoria and Queensland to take part in this event. This year we have an entry from Singapore. The skippers and crews of the yachts are amateurs who not only have spent up to several months of their spare time preparing their yachts for the race, but most of them "throw in" for their share of the victualling and many who cannot spare the time for the round trip pay their own air fares home after the race, their places being taken by other keen yachtsmen, wives, sons or daughters who fly to Hobart for the cruise home.

The welcome extended to the yachts in Hobart is truly amazing. Even at midnight, hundreds of people will cheer the yachts as they finish, and at Constitution Dock, where the yachts are moored after the race, thousands of people gather each day to view the competitors.

A few days after the finish of the race, the prizes are presented in the Hobart Town Hall by the Governor of Tasmania, and this function is followed by a Ball at the Royal Yacht Club of Tasmania.

So let us congratulate the twenty-one yachts which have entered for this thirteenth Sydney-Hobart Race and wish them fair winds, good sailing and a happy time, both during the race and on the return passage to their home port.



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HOW IT ALL BEGAN



"Rani's" crew—1945.

Many stories have circulated regarding the origin of the Hobart yacht race. In the absence of official records, the following account is published as being the most authentic version available of the events which led up to the first race.

One evening in the year 1944, a bunch of cruising yacht enthusiasts gathered for a dinner and pow-wow at a famed city hotel. The buzz had gone the rounds that one of them had a bee in his bonnet—the organisation of cruises up and down the N.S.W. coast.

The meeting was initiated by Peter Luke, owner of "Wayfarer," and Charlie Cooper, owner of "Asgard." The yachtsmen came from Pittwater and different points round the harbour, and at the end of the meeting they announced the formation of the Cruising Yacht Club of Australia—with nine members.

Today, the Club boasts a register of 82 yachts and a membership approaching 250, and stages the greatest blue-water race in the Southern Hemisphere. Others who took a prominent part in the formation of the Club were A. E. Walker, S. R. Dickinson, J. Rosendale, Vernon Hart, Bruce Tart and P. G. Goldstein, S. B. Seach, Norman O. Hudson and Jack Earl. First Commodore was Bert Walker, first Secretary, Peter Luke.

Although ocean racing in small yachts overseas goes back to the beginning of this century, very little interest was taken in deep-water racing here until the formation of the C.Y.C.

Both in Australia and New Zealand, one or two attempts had been made to stage ocean races, but it was not until the year after the formation of the C.Y.C. that a definite step was taken.

At this stage, the C.Y.C. was lucky enough to have Captain J. H. Illingworth, R.N., as an honorary member. Illingworth, an authority on every aspect of blue-water racing, and a Committee Member of the Royal Ocean Racing Club of Great Britain, gave a lecture to the Club one night after its usual dinner.

At the end of his talk, Peter Luke said: "Walker, Earl and I are going to cruise down to Hobart. Why don't you come along?"

Illingworth replied: "Why don't we have a race?"

Said Luke: "O.K., we'll make it a race."

And thus the Sydney-Hobart Race was born.

The Royal Yacht Club of Tasmania co-operated from the other end and selected the cutter "Winston Churchill," designed and built by Percy Coverdale, for their entry in the first race.

Entries closed on 1st December, 1945, and the race was open to any yacht on the register of a recognised yacht club. Before being allowed to enter, each yacht has to pass an examination conducted under the rules of the R.O.R.C. Although a number of offshore and passage races had been sailed around the coast in the past, and a number of notable matches sailed over considerable distances between two vessels, no full scale, long distance race had been run before the Sydney-Hobart Race of 1945.

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**Capt. J. H. Illingworth,
R.N. (Ret.).**



A WORD FROM THE MASTER

Many races have been sailed since we crossed the line in 1945 for the first Sydney-Hobart. At the time, it was in the minds of some of us that we might be laying the foundations of the third of the world's classic ocean races, and it is good to know that our hopes were not unfounded.

By happy chance, the length of the course matched that of the other two—the Fastnet and the Bermuda Races. By happy chance, also, the course provided one of the most sporting and interesting passages imaginable. At least one complete change in wind and weather can be relied on; and more often several of these. Strong winds are usual, but most races include a patch or two of light wind racing, calling for other crewing and skippering techniques.

I had planned to bring the "Mouse of Malham" to race again in 1955/56. We had won the Championship here at home in our class in 1954 and we were longing to race again with you, particularly the Olympic Year. Unfortunately, my mother's illness prevented this, but it is my firm intention some day, Dieu Voulant, to have another go.

By the same token, I hope very much that one of the modern Australian yachts will come over and make a strong bid for the Fastnet some day soon, or, if this should prove impracticable, we would always welcome an Australian crew and arrange for them to take over one of our better boats.

I sometimes wonder whether it is realised in Australia how much interest is aroused here in Britain, year by year, by the Sydney-Hobart. But it is a fact that the renown of the event is world-wide.

And, so the great game goes on, and the race gains stature year by year. Good sailing to all of you who are going this year. I wish I could be with you.

An Appreciation

The Cruising Yacht Club of Australia is indeed fortunate to have had the co-operation of the Royal Yacht Club of Tasmania in the organisation of this event since its inception. Apart from the tedium of keeping a twenty-four hour a day watch on the Finishing Line, the Royal Yacht Club excels itself in the hospitality extended to yacht crews. Official functions are organised, such as the Prize Giving in the Town Hall and the Ball at the Clubhouse. Then there are all the other arrangements that we all accept as a matter of course, the use of Constitution Dock, the use of the shower and toilet facilities at the Waterside Workers' Recreation Centre, deliveries of food, refuse disposal, and the manning of the tender to tow yachts after the finish. All run smoothly, thanks to the efficient organisation of the Royal Yacht Club of Tasmania. Every yacht is officially welcomed in Hobart Bay by Flag Officers of the Club and, of course, Honorary Membership is bestowed upon all crew members.

The Cruising Yacht Club of Australia fully appreciates the unstinted efforts of the Flag Officers and members of the Royal Yacht Club of Tasmania in the excellent manner in which they conduct the finish of this race.

ACKNOWLEDGMENTS

The Cruising Yacht Club of Australia is indebted to the following for their kind permission to use photos appearing in this programme:—

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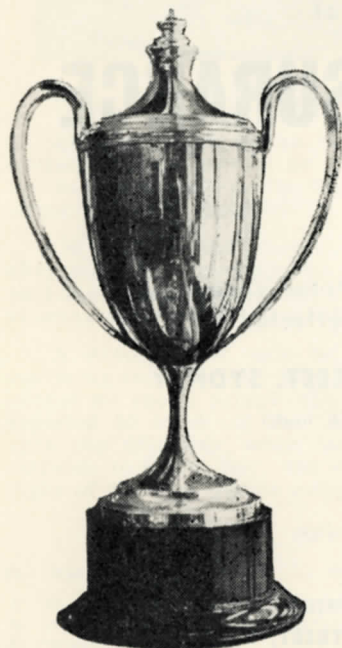
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R.O.R.C. Trophy.—Presented by the Royal Ocean Racing Club of England. To be held by the winner for twelve months.



Tattersall's Cup.—Presented by the Executors of the Estate of the late George Adams. To be held for twelve months by the club nominating the winning yacht. A replica of the Derwent light is presented annually to the owner of the winning yacht.



J. H. Illingworth Cup.—Presented by Captain John H. Illingworth, R.N. To be held for twelve months by the first yacht across the line. A replica is presented to the owner.

100 Guineas.—Presented by the Government of Tasmania for winner on corrected time.

£50.—Presented by the Hobart Municipal Council for the yacht placed second.

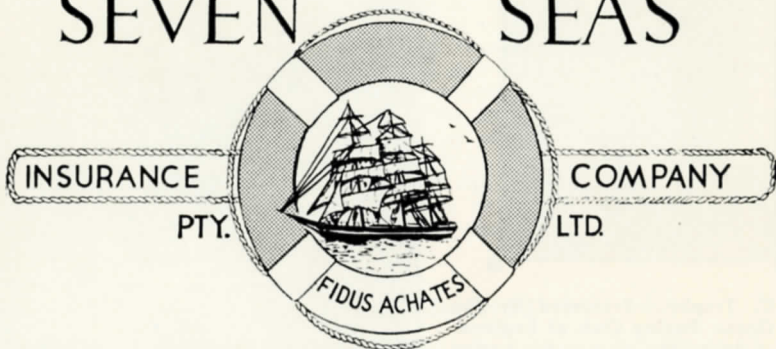
Navigator's Trophy.—Presented by Mr. G. W. Rex for the navigator of the winning yacht.

F. & J. Livingston Trophy.—Presented to first yacht rounding Tasman Island.

[The Cruising Yacht Club of Australia presents prizes which are retained by the place getters and an engraved plaque is presented to each competitor.]

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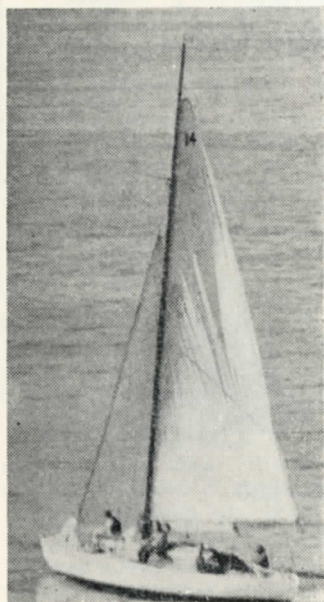
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"Rani's" Great Victory—1945



The first Hobart race was a spectacular success for "Rani's" owner-skipper, Captain J. Illingworth, R.N., who taught Australians what ocean racing means. Despite a thrilling passage, in which "Rani" nearly foundered off Montagu Island, Illingworth finished a day ahead of his nearest rival. Sometimes his crew was bailing half the night, with water bunk-high in the cabin, but, though men dropped from exhaustion, Illingworth sailed "Rani" hard, day and night.

Illingworth sailed the shortest course, and made meticulous preparations, obtaining local information on all stages from fishermen, pilots and sea captains.

"Rani's" log was made up every half hour and the Dead Reckoning position plotted every watch, so any change of wind or conditions enabled the skipper to decide without delay on the proper course of action.

While other yachts sheltered near Eden, "Rani" sailed on.

Although small for an ocean-going yacht (she was only 34 ft. 9 ins. overall), "Rani" carried on through every blow, while rivals hove to, or lay to a sea anchor. By Gabo Island, she had a five-hour lead on the larger "Winston Churchill."

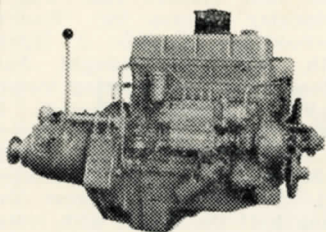
On board "Rani" they used the naval system of four-hourly watches, alternating with evening dog watches. The innovation proved its worth, enabling proper rest every four hours for all seven crew members, and avoiding deceleration of speed due to crew fatigue.

A strong S.S.W. gale hit the nine yachts two days out of Sydney, scattering them far and wide. Despite poor visibility, an R.A.A.F. Liberator located all yachts except "Horizon" and "Rani." "Horizon" was eventually reported 50 miles off the Tasmanian coast, but "Rani" was not traced until the fifth day, when she was becalmed off Tasman Island, at the entrance to Storm Bay. She crossed the line first, taking 6 days 14 hours. Eight of the nine yachts completed the course.

OFFICIAL PLACINGS

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Rani"	Capt. J. Illingworth, R.N.	158-22	.6670	105-38
2	"Ambermerle" ..	J. R. Colkuhoun, C. Kiel	200-19	.6722	134-39
3	"Winston Churchill"	P. Coverdale	175-38	.7706	135-20
4	"Kathleen"	J. Earl	198-20	.6856	135-59
5	"Horizon"	J. R. Bartlett	199-47	.6977	139-23
7	"Mistral"	R. F. Evans	205-48	.6859	141-09
6	"Saltair"	R. M. Walker	204-55	.9039	185-13
8	"Wayfarer"	P. M. Luke	270-21	.6916	187-43
9	"Archina"	P. Goldstein	Retired		

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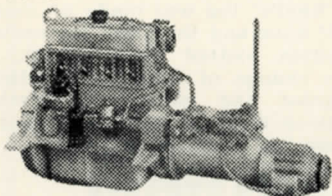
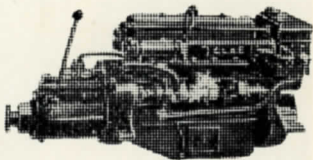


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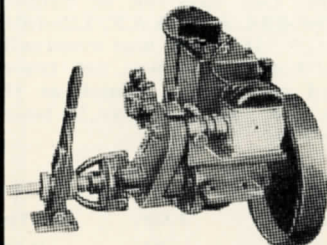
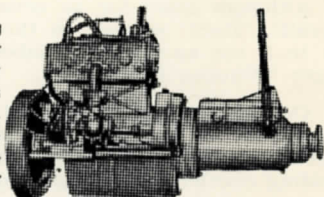


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"Christina's" Success in 1946

Second Sydney-Hobart race, even more successful than the first, was sailed in conditions ranging from gales to flat calms, and provided a gruelling test of the qualities of every craft. The fleet of 19 boats was double that of the first race, and included some of Australia's finest sea-going yachts.

With the fleet strung out from Wollongong to Bateman's Bay, the wind came in fresh from E.N.E. A searching Liberator located only four craft—"Saga," "Ilex," "Sirius," "Fegmhr."

That evening a fresh to squally nor'easter helped the leaders along; "Merlan" closed with "Mistral" and engaged her in a six-hour luffing match, which ended at night, when "Mistral's" crew temporarily switched off navigation lights and altered course in the dark.

On 28th December, most of the race area was fog bound.

By next noon, most yachts were experiencing the worst of the gale, with seas estimated by some skippers at 25 ft. "Fegmhr" sprang a bad leak and retired; "Connellia" withdrew from the race and ran for shelter in Twofold Bay, while "Kalua" sheltered at Gabo Island. Leading yachts reached the lee of the Tasmanian coast by nightfall.

After the gale, "Mistral" was becalmed for 14 hours off St. Helen's Point. "Winston Churchill" was then 10 miles, "Matthew Flinders" 25, and "Southern Maid" 50 miles astern of "Mistral."

On 31st December, "Morna" was sighted at the head of Storm Bay, with "Mistral" 15 miles astern.

Claude Plowman's "Morna," sailing in very light weather, crossed the finish line at 2 p.m. that day, winning the coveted Illingworth Trophy and setting a record for the course of 5 days 2 hrs. 53 mins. "Christina," the eventual winner, was then 26 miles N.N.E. of Schouten Island. "Winston Churchill" was in Falmouth Harbour, partially dismantled by an unlucky gust which parted her backstay runner.

On 1st January, 1947, "Mistral" crossed the line in second place. "Christina" was then becalmed off Tasman Island, but the next day picked up the breeze and finished at 5.51 a.m., winning on handicap.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Rating	El. Time	Cr. Time
1	"Christina"	J. R. Bull	22.10	162-51-15	107-53-57
2	"Saga"	B. J. Halvorsen	26.64	153-52-00	110-11-02
3	"Morna"	C. Plowman	51.22	122-53-33	111-52-53
4	"Defiance"	F. A. Bullock	38.22	139-19-25	113-58-00
5	"Matthew Flinders"	A. Palfreyman	38.60	142-05-20	114-40-48
6	"Trade Wind"	M. Davey	25.37	169-00-45	117-37-58
7	"Southern Maid"	C. Philip	36.07	150-44-45	119-14-24
8	"Active"	H. M. Tate	35.79	151-08-47	120-36-53
9	"Mistral"	R. F. Evans	46.99	138-51-40	122-57-41
10	"Wayfarer"	P. Luke	25.68	180-21-15	125-53-14
11	"Kurrewa III"	F. & J. Livingston	38.87	175-30-30	144-31-52

Retired: "Ilex" (N. W. Thomas), "Sirius" (J. S. Booth), "Connellia" (B. R. O'Brien), "Winston Churchill" (P. Coverdale), "Merlan" (W. L. Curtis), "Unis J." (B. W. Davies), "Kalua" (D. McAllister), and "Fegmhr" (F. A. Harris).

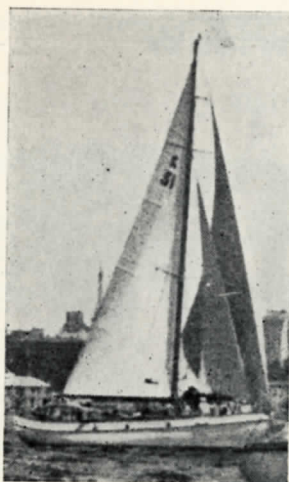
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Honours for Tasmania —1947

Victory in third Sydney-Hobart race went to a Tasmanian entry for the first time, when G. D. Gibson's "Westward," skippered by her designer-builder, Jock Muir, took the prize from a record fleet of 28 craft.

That year the C.Y.C. split contestants into two divisions, with prizes for the first three in each section, and the George Adams Cup for the overall winner. Dividing line was set at 32 rating, and the first eight places on handicap were filled by small-division craft.

Overcrowding at the windward end of the start line led to a collision between "Christina," "Morna," "Defiance" and the starter's launch; "Christina's" backstay was damaged, and her top starboard spreader broken. Later, "Christina" and "Defiance" were disqualified.

"Defiance" was the first to reach Gabo, with "Morna" 12 miles behind. The wind swung to N.N.E. and freshened to a 40-knot gale. Muir in "Westward" made his winning stroke on clearing Gabo, when he set a more westerly course than the other yachts, to gain a beam wind across the Strait. While others were slugging it out in a confused sea, "Westward" logged her best day's run of 168 nautical miles.

"Morna," under reduced canvas, came home first in 5 days three hours, three minutes and 54 secs., only ten minutes slower than her 1947 record.

The New Year was 19 mins. 4 secs. old when "Westward" came in—second boat home and an easy winner on handicap.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Owner	Div.	Rating	El. Time	T.C.F.	Cr. Time
1	"Westward" G. D. Gibson (Winner, Division 2.)	2	27.37	5-13-19-4	.7232	4-0-24-56
2	"Moonbl" H. S. Evans (Second, Division 2.)	2	23.82	5-22-46-2	.6807	4-1-10-54
3	"Peer Gynt" T. Halvorsen	2	24.40	6-1-18-15	.6853	4-3-34-37
4	"Kintall" D. McCrae	2	28.72	5-20-0-56	.7359	4-7-2-15
5	"Fortuna" Dr. R. Whishaw	2	25.54	6-5-13-9	.6965	4-7-55-52
6	"Trade Winds" M. E. Davey	2	29.41	5-23-15-1	.7342	4-9-10-28
7	"Saltair" A. E. Walker	2	24.48	6-6-23-20	.7024	4-9-37-59
8	"Gymea" G. L. Carter	2	23.37	6-13-53-51	.6785	4-11-8-0
9	"Morna" C. Plowman (Winner, Division 1.)	1	49.55	5-3-3-54	.8986	4-14-35-10
10	"Winston Churchill" P. G. Coverdale (Second, Division 1.)	1	33.54	5-22-2-55	.7991	4-14-40-12
11	"Solo" T. A. Guiffre	1	34.37	5-22-12-54	.7863	4-15-49-25
12	"Southern Maid" C. Philp	1	36.07	5-22-31-50	.791	4-16-44-30
13	"Benecia" F. A. Harris	2	27.15	6-13-21-12	.7211	4-17-28-3
14	"Mat. Flinders" A. E. Palfreyman	1	38.60	5-22-35-6	.8071	4-19-4-49
15	"Sirius" J. S. Booth	1	35.94	6-2-51-7	.79	4-20-0-47
16	"Josephine" B. C. Penton	1	40.16	5-20-33-37	.834	4-21-13-38
17	"Kurrewa III" F. Livingston	1	38.87	6-1-19-26	.8140	4-22-17-37
18	"Horizon" S. Berg	2	27.87	6-23-46-36	.7199	5-0-46-57
19	"Mistral II" R. F. Evans	1	46.89	5-10-58-45	.8848	5-3-51-13
20	"Aloha" J. A. Clark	2	19.47	8-3-19-48	.6343	5-3-53-52
21	"Stormbird" J. H. A. Herford	2	25.01	7-11-16-40	.6938	5-4-22-59

Disqualified: "Christina," "Defiance."

Retired: "Active," "Wanderer," "Nautilus," "Sea Tang," "Mannara."

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"Westward" Again — 1948



Record-breaking passages, breath-taking spinnaker runs of more than 200 miles, a 300-mile thrash to windward, smashed spars, sails in shreds, a man overboard, flooded cabins, scaldings and a fire were the ingredients that made the fourth Sydney-Hobart race a real thriller. Despite all this, some of the contestants made easier passages than in the previous races. With four boats built specially for the contest, and with better trained crews, the prizes were more hotly contested than ever before.

Once again the Hobart cutter, "Westward," sailed this time by owner, George Gibson, won the main trophy, breaking her previous time by 23 hours 1 min. 32 secs., and beating the second placegetter, South Australian cutter, "Seevogel," by a little more than 3 hours on corrected time.

Big Sydney cutter, "Morna," skippered by her recently-knighted owner, Sir Claude Plowman, broke all known sailing records to cross the line first, 4 days 5 hours 1 minute 21 seconds out from Sydney; this record was to stand until Xmas, 1951.

First thrills came less than two hours after the start, when a freshening nor'-easter split "Morna's" long spinnaker and snapped eight-metre "Sandra's" spinnaker pole.

All contestants made Eddystone Light in record time, and the leaders found themselves racing neck and neck from there on. "Mistral V" was doing well when a bad leak forced her crew to abandon the race.

From Eddystone to Tasman Light was a heavy thrash into head winds and rising seas. The larger vessels benefited greatly from their size. "Morna" forged ahead to take the final lead and rounded Tasman Island before noon with her spinnaker set for the home run, finishing one minute after 4 p.m. and breaking her previous record by 21 hours 52 minutes 12 seconds.

OFFICIAL PLACINGS

(Times are given in hours, minutes, seconds.)

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	"Westward"	G. C. Gibson	2	110-17-32	.7232	79-45-48
	(Winner, Division 2.)					
2	"Seevogel"	W. Harris	2	110-24-3	.7597	83-52-17
3	"Archina"	P. G. Goldstein	1	107-28-10	.7900	84-54-3
	(Winner, Division 1.)					
4	"Moonbi"	H. Evans	2	125-1-53	.6807	85-6-32
5	"Nerida"	C. P. Haselgrove	2	115-45-10	.7415	85-48-20
6	"Sandra"	M. M. Creese	1	104-58-25	.8278	86-53-50
7	"Peer Gynt"	T. Halvorsen	2	131-52-21	.6853	90-22-20
8	"Mistral II"	R. F. Evans	1	104-20-13	.8945	93-19-46
9	"Morna"	C. Plowman	1	101-1-21	.9243	93-22-30
10	"Merlan"	W. L. Curtis	2	124-11-58	.7560	93-53-41
11	"Southern Maid"	W. Trautwein	1	124-11-48	.7964	98-41-12
12	"Gymea"	G. Carter	2	147-31-0	.6721	99-8-45
13	"Alice"	J. Callahan	1	192-10-15	.8327	160-1-14

Retired. "Lass O' Luss," "Wanderer," "Aloha," "Mistral V," "Nell Gwynn."

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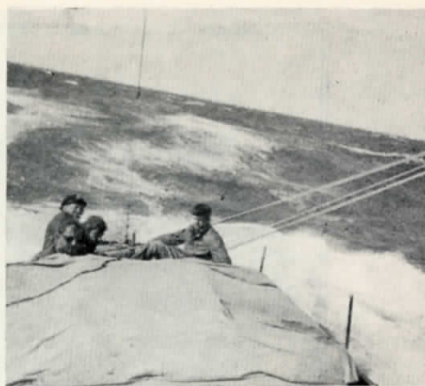
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"Trade Winds" —1949

Fifth Sydney-Hobart race brought no stirring sagas of the sea, but the fleet was more evenly matched than ever, with the issue in doubt every foot of the 680-mile course. There was a grim tussle for line honours, with the three leaders playing tag all the way up the Derwent, which kept Hobart on its toes.

The fleet of 15 entries was slimmer than usual, the absence of the 65-ft. cutter "Morna," first home in the previous three races, giving rise to tremendous rivalry between skippers of the small yachts, who in previous years had little hope of being first to hear the finish gun.



"Trade Winds" running hard.

All competitors enjoyed glorious moonlight across the Strait, "Waltzing Matilda" was second and Margaret Rintoul" third, but at the height of a big blow the latter's crew were forced to throw out a sea anchor.

The three leading yachts then engaged in a ding-dong battle which lasted 48 hours; the lead kept passing from one craft to another until they reached the estuary of the Derwent. Finally, "Waltzing Matilda" got away from the rest to burst across the line, on New Year's Eve, illuminated by the glare of car headlights.

But victory on handicap went to "Trade Winds," a 43-ft. steel cutter designed and owned by skipper Mervyn Davey, then Commodore of the Cruising Yacht Club of Australia. "Trade Winds" was unique in that Davey planned his accommodation, and then drew the hull lines around it. All-steel construction made her as dry as a bone, and she proved she could take any sort of weather. Davey shipped a hand-picked crew and the craft never wanted for hard driving.

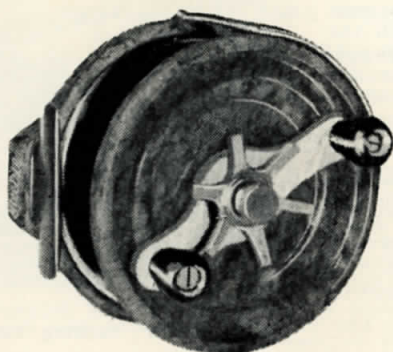
Runner-up was the 46-ft. cutter, "Waltzing Matilda," another brain child of Tasmania's Jock Muir; carrying "Westward's" old crew, she was expertly handled. John Halliday's "Ellida," a 33-ft. raised deck cutter, sailed well to take third place. She was crewed by lads with an average age of 19.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Rating	El. Time	T.C.F.	Cr. Time
1	"Trade Winds"	M. E. Davey	27.96	5-11-15-34	.7288	3-23-39-43
2	"Waltzing Matilda"	P. R. Davenport	28.86	5-10-33-10	.7406	4-0-41-15
3	"Ellida"	J. Halliday	21.18	6-5-26-10	.6603	4-2-40-22
4	"Margaret Rintoul"	A. Edwards	31.96	5-10-35-1	.7652	4-3-55-21
5	"Fortuna"	W. Fesq	24.48	6-2-5-7	.6948	4-5-30-0
6	"Seasalter"	D. H. Jarvis	23.39	6-4-51-30	.6831	4-5-41-6
7	"Lass O' Luss"	J. Colquhoun	24.82	6-2-7-35	.6982	4-6-1-32
8	"Gipsy Queen"	A. C. Eden	25.57	6-0-45-24	.7056	4-6-8-25
9	"Peer Gynt"	M. & T. Halvorsen	23.51	6-5-26-35	.6849	4-6-21-13
10	"Nocturne"	J. R. Bull	28.78	6-2-8-2	.7364	4-11-36-47
11	"Horizon"	S. Berg	27.03	6-6-12-43	.7199	4-12-8-15
12	"Independence"	E. C. Messenger	39.37	6-0-5-13	.8274	4-23-13-3
13	"Mistral II"	R. F. Evans	48.24	6-2-0-54	.8945	5-10-44-31

Retired: "Suzanne II," "Wanderer."



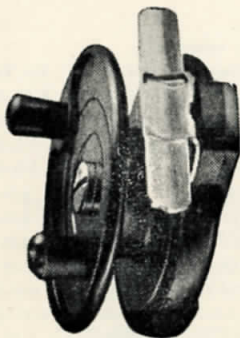
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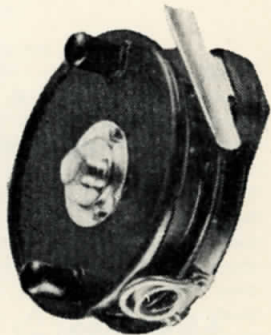
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"Nerida's" Narrow Margin —1950



For five years yacht club experts had been saying that one day the Hobart Race fleet would find itself sailing into a howling southerly from the crack of the starting gun. In 1950 their prediction proved correct; for the first time in the history of the contest, crews bore into headwinds for two-thirds of the southward course.

From this long beat the South Australian yawl, "Nerida" emerged as handicap winner,

earning the cup for her fine sailing qualities and the sound seamanship of her owner-skipper Colin Haselgrove, who had sailed her 1,300 miles from Adelaide for the race.

From the gun the sixteen starters ran into a 30-knot headwind. The fierce blow took heavy toll of canvas and running gear. "Kintail," an early sufferer, had her best jib torn to tatters, as though riddled with buckshot. "Bachelor's Wife," sole American entry, had her crew down with mal-de-mer; others were in no better plight.

First major casualty in the slog south was the 35-ft. sloop "Ellida," second smallest in the fleet. She sprang a leak five miles out and limped back to Sydney for repairs, without, however, abandoning the race. A crewman aboard Tassie schooner, "Wanderer," was knocked unconscious by the boom when attempting to reef the main. "Wayfarer" fell out of the race, victim of an untraced leak, and headed for Jervis Bay.

"Margaret Rintoul" led the fleet into the Strait, with a 12-mile lead on "Mistral V," and with "Nerida" also within striking distance. The fleet battle on to a thrill-a-minute finish, the three leading yachts being bunched together in Storm Bay within sight of Hobart. Conditions were fickle and any of the three might have got home first.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Nerida"	C. P. Haselgrove	5-6-15-49	.7597	3-20-17-13
2	"Margaret Rintoul"	A. W. Edwards	5-5-28-35	.7606	3-23-26-14
3	"Mistral V"	G. W. Rex	5-5-47-1	.7704	4-1-21-23
4	"Fortuna"	W. Pesq	6-2-50-26	.6923	4-5-39-28
5	"Solveig"	T. & M. Halvorsen	6-1-41-29	.7149	4-8-8-25
6	"Kintail"	D. Macrae	6-4-2-23	.7048	4-8-20-25
7	"Gipsy Queen"	A. C. Eden	6-6-53-20	.7056	4-10-28-2
8	"Jasnar"	A. E. Seafield	6-16-16-10	.6676	4-10-59-45
9	"Seevogel"	W. Harris	6-6-0-26	.7597	4-17-57-39
10	"Benicia"	F. A. Harris	6-21-46-29	.7159	4-22-40-41
11	"Mistral II"	R. F. Evans	5-17-0-54	.8829	5-0-58-14
12	"Wanderer"	E. Massey	7-2-8-35	.7505	5-7-41-33
13	"Bachelor's Wife"	Byron Tanner	8-14-10-0	.6455	5-13-5-0
14	"Seaward"	P. Benson	9-7-30-20	.6359	5-22-7-38

Retired: "Ellida" (J. Halliday), "Wayfarer" (P. Luke).

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Records Go in 1951

This race made yachting history, for the first three boats to finish—"Margaret Rintoul," "Lass O' Luss" and "Struen Marie"—all broke the course record set by "Morna" in 1948. All the boats sailed over the finish line within an hour of each other. First home was "Margaret Rintoul," and had she carried her spinnaker as often as weather conditions permitted, she might have easily clipped more hours off the record passage. As it was, she clocked 4 days 2 hours 29 minutes 1 second—clipping 3 hours 32 minutes 20 seconds off "Morna's" record.



The 35-ft. Sydney sloop/cutter, "Struen Marie," owned and skippered by Tom Williamson, was superbly handled throughout the race, to win the George Adams (Tattersall) Cup on corrected time, with an hour to spare from the runner-up. This was the 33-ft. sloop "Lahara," skippered by owner, Des Ashton, and flying the flag of Port Moresby Aquatic Club. Third place went to 41½-ft cutter, "Lass O' Luss," skippered by owner, John Colquhoun.

"Struen Marie," built specially for the Hobart race in 1951, to the Robert Clark design, did remarkably well to snatch Australia's coveted yachting trophy in her first season. Actually, this race was won and lost on the Derwent. "Lahara" was there in winning position, but became becalmed and fell back to second place.

Yachts were escorted for the first time by a radio mother ship, the 57-ft. ketch, "Kurrewa III," a veteran of Trans-Tasman and Honolulu races as well as the Hobart race. "Kurrewa" provided the most dramatic episode of the whole race when her co-skipper, Frank Livingston, contracted blood poisoning in the middle of Bass Strait. After an unsuccessful attempt to drop drugs to her from a flying boat, Livingston was put ashore at St. Helen's and rushed by ambulance plane to Melbourne for treatment.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Struen Marie"	T. Williamson	4-3-38-35	.6805	2-19-48-26
2	"Lahara"	D. Ashton	4-7-24-59	.6652	2-20-47-33
3	"Lass O' Luss"	J. Colquhoun	4-3-12-5	.7509	2-22-1-35
4	"Fortuna"	W. Fesq	4-5-54-38	.6923	2-22-33-10
5	"Ellida"	J. Halliday	4-14-51-58	.6603	3-1-13-18
6	"Solveig"	T. & M. Halvorsen	4-7-24-25	.7081	3-1-13-21
7	"Nocturne"	J. R. Bull	4-5-33-34	.7337	3-2-30-51
8	"Margaret Rintoul"	A. W. Edwards	4-2-29-1	.7606	3-2-54-24
9	"Irene"	H. Hughes	4-10-46-10	.7105	3-3-51-35
10	"Nimbus"	A. T. Cohen	5-3-25-10	.6564	3-9-0-45
11	"Wanderer"	E. Massey	4-10-46-35	.7679	3-9-59-37
12	"Pavana"	G. Mayne	4-7-43-1	.8166	3-12-41-43

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1952's

Light

Weather



Unlike all other events, light variable winds, interspersed with flat calms, plagued contestants over most of the 680-mile course, resulting in a slow, nerveracking race. It was the South Australian yacht, "Ingrid," owned by J. S. Taylor, that emerged well to the fore in the fleet and her low rating saw Bob Bull's "Nocturne," which had been first to finish, ousted from first place.

In pleasant sailing conditions, seventeen yachts crossed the line and worked their way out the Heads, led by "Ruthean," "Pavana" and "Landfall." The nor'easter did not live up to its earlier promise and faded out, leaving the yachts becalmed off Bulli and best by thunder storms. Strong southerlies came in early the following day, but dropped again.

So it went on, with the wind shifting from north-east to south-east and all the time very light. "Lauriana" was Radio Relay Ship and was keeping close contact with the yachts and reporting their slow progress. Off the north coast of Tasmania, "Nocturne" led the fleet ahead of "Nirvana" and "Wraith of Odin," but "Ingrid" was close behind.

On rounding Tasman Island, "Landfall" was leading from "Nocturne" and "Ruthean." However, sailing wider than the others, "Nocturne" took the lead and still plagued by the light, fickle airs they had experienced throughout the race retained it to cross the line first, 6 days 2 hours 34 minutes and 47 seconds out of Sydney. Then followed "Landfall," "Ruthean" and "White Cloud."

"Ingrid" and "Moonbi" had been in close company and both looked capable of beating "Nocturne" for the handicap prize. Only half a mile from the finish, "Ingrid" had overhauled "Moonbi" and beat her by three minutes over the line. Placings were: First, "Ingrid"; second, "Moonbi"; and third, "Nocturne."

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	El. Time	T.C.F.	Cr. Time
1	"Ingrid"	J. S. Taylor	6-17-07-22	.6575	4-09-56-18
2	"Moonbi"	H. S. Evans	6-17-10-23	.6654	4-11-14-40
3	"Nocturne"	J. R. Bull	6-02-34-47	.7337	4-11-32-44
4	"Ripple"	R. C. Hobson	6-22-58-30	.6541	4-13-13-06
5	"Kintail"	D. Macrae	6-11-15-01	.7048	4-13-25-13
6	"Kurura"	J. A. Clark	7-05-51-54	.6359	4-14-33-39
7	"Landfall"	J. Richardson	6-03-00-25	.7539	4-14-49-43
8	"Solveig"	T. & M. Halvorsen	6-12-05-40	.7114	4-15-02-44
9	"Terra Nova"	K. Gourlay	6-06-58-20	.7381	4-15-25-57
10	"Fortuna"	W. Fesq	6-18-03-14	.6923	4-16-11-24
11	"White Cloud"	G. Brenac	6-06-20-56	.7694	4-19-40-42
12	"Ruthean"	A. V. Toll	6-03-45-46	.8252	5-01-56-02
13	"Wraith of Odin"	B. O'Brien	6-17-02-42	.7744	5-04-42-48
14	"Wanderer"	E. Massey	6-23-27-40	.7505	5-05-40-46
15	"Pavana"	G. Mayne	6-17-40-13	.7834	5-06-39-09
16	"Kurrewa"	F. J. Livingston	6-17-05-27	.8445	5-16-02-28
17	"Nirvana"	S. G. Heaton	6-20-29-29	.8432	5-18-31-57

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"Ripple"—Diminutive Winner, 1953

Twenty-four yachts, the second largest fleet ever, started in the ninth Sydney to Hobart Race. Of all these yachts, "Ripple," competing in her second race, took the handicap trophies with a course time of 5 days 12 hours 58 minutes and 36 seconds.

A mishap at the start, involving "Wild Wave," "Josephine," "Kurrewa III," "Horizon" and "Nimbus," caused considerable consternation, but no serious damage was done and the fleet got on its way, "Josephine" leading from "Wraith of Odin" and "Ruthean" at the Heads. For the next 24 hours, all yachts made excellent time in the medium north-easterly breeze.

Shortly after mid-day on the second day, a vicious southerly gale hit the fleet with very little warning. The leaders, "Wild Wave," "Ruthean" and "Nell Gwyn" were the first to experience it. Shortened down to storm canvas, the fleet battled south between Montague Island and Eden. The wind held till soon after midnight when it began to ease, allowing more sail to be carried. The wind lightened off more as the day wore on till later it went to the north-east, backing to north-west then veering again. Crews were kept busy gybing all night long.

Well down the Tasmanian coast, "Wild Wave" was leading with "Solveig" and "Kurrewa III" about 90 miles to seaward of her. However, only twenty miles behind was "Ripple," one of the babies of the fleet, in fourth position. These placings remained unchanged till Tasman Island was rounded, when the light weather flyer, "Josephine," passed first of all "Ripple" and then "Kurrewa III," but could not get to the leaders, "Wild Wave" and "Solveig." Before "Ripple" crossed the line she was passed by "Ruthean" and "Horizon," but had enough time up her sleeve to beat "Solveig" on handicap by 1 hour 27 minutes and 25 seconds.

"Wild Wave," first to finish, was disqualified for a breach of the rules at the start and "Solveig" was declared first home.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	Div.	El. Time	T.C.F.	Cr. Time
1	"Ripple"	R. Hobson	2	5-12-58-36	.6633	3-16-12-12
2	"Solveig"	T. & M. Halvorsen	2	5-7-12-50	.7048	3-17-39-37
3	"Horizon"	S. Berg	2	5-10-41-46	.7016	3-19-41-47
4	"Kurura"	J. A. Clark	2	6-6-25-6	.6426	4-0-39-32
5	"Nimbus"	A. L. Cohen	2	6-5-23-15	.6571	4-2-9-45
6	"Brilliant"	B. Warming	1	5-21-59-7	.7130	4-5-14-15
7	"Josephine"	R. A. Houghton	1	5-7-25-51	.8068	4-6-48-40
8	"Gipsy Queen"	A. C. Eden	2	6-5-7-10	.7013	4-8-34-39
9	"Kurrewa III"	F. & J. Livingston	1	5-7-27-20	.8258	4-9-15-10
10	"Ellida"	J. Halliday	2	6-15-6-14	.6620	4-9-19-36
11	"Nocturne"	J. R. Bull	1	6-0-52-46	.7319	4-10-2-14
12	"Ruthean"	A. V. & I. Toll	1	5-8-58-9	.8252	4-10-25-31
13	"Wraith of Odin"	B. R. O'Brien	1	5-21-8-32	.7744	4-13-18-2
14	"Onrust"	D. Tober	2	7-5-18-30	.6574	4-17-55-58
15	"Warana"	P. R. Warner	1	7-0-13-0	.7195	5-1-1-55
16	"Nell Gwyn"	F. Hickman	1	7-2-16-57	.7306	5-4-24-30
17	"Flamingo"	W. Carthy	2	8-2-9-16	.6590	5-7-21-16
18	"Isis"	R. May	2	8-21-16-0	.6359	5-15-36-58
19	"Wanderer"	E. Massey	1	7-11-1-59	.7679	5-17-28-46
20	"Patience"	A. B. Wilson	2	8-18-45-0	.6684	6-7-15-7

Disqualified: "Wild Wave" (Tasmania).

Retired: "Mistral II" (Tasmania), "Pavana" (S.A.), "Janzoon" (N.S.W.).



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"Solveig"

Nearly Takes Double 1954

This was a rugged race and, like the 1950 event, started in a blustering southerly that dampened even the most fervent ardour the first day. However, after the initiation, the weather moderated somewhat and the 17 starters, representing five States of the Commonwealth, enjoyed some more pleasant conditions.



"Solveig," competing in her fifth Hobart race, with a first home, second, fifth, sixth and eighth placings to her credit, won on handicap and came very close to carrying off the double—first home and first on handicap—a feat that has eluded competitors since John Illingworth showed them how in 1945-6 in the inaugural race. In fact, "Solveig" led by 8½ miles at Tasman Island, only 38 miles from the finishing line. However, light fickle airs in Storm Bay and the Derwent River saw her fourth to finish behind "Kurrewa IV," "Kintail" and "Carol J."

"Solveig" had revelled in the hard-going down wind and lumping full gear through squalls had indulged in sustained planing bursts which enabled her to outrun her larger rivals across Bass Strait. Seventh yacht to finish was "Gypsy Queen" which might well have ousted "Solveig" from first place had it not been for a jury-rigged tiller for the last 200 miles. However, second place was within her grasp, but owing to difficulty in manoeuvring, she fouled the finishing mark and was disqualified. An appeal to England was upheld, so "Gypsy Queen" retained second place and "Carol J" third, while "Kurrewa IV" took line honours for her new owners, F. and J. Livingston, just as she had done for her previous owner, the late Sir Claude Plowman, on three previous occasions under her original name, "Morna."

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Fin. Time	El. Time	Cr. Time
1	"Solveig"	6-38-56	5-7-38-56	3-17-58-1
2	"Gypsy Queen"	8-26-33	5-9-26-33	3-18-5-14
3	"Carol J"	6-37-37	5-7-37-37	3-18-14-6
4	"Kintail"	6-22-34	5-7-23-34	3-20-52-10
5	"Southern Myth"	6-47-53	5-7-47-53	3-22-5-52
6	"White Cloud"	6-42-29	5-7-42-29	4-2-11-11
7	"Tamoshanter"	11-16-7	6-0-16-7	4-2-58-58
8	"Lauribada"	6-49-18	5-19-49-18	4-3-19-46
9	"Wrath of Odin"	8-36-36	5-9-36-36	4-1-22-12
10	"Niripa"	5-40-34	6-6-50-34	4-10-27-53
11	"Defiance"	7-9-51	5-8-9-57	4-10-37-57
12	"Brilliant"	6-38-48	6-7-38-48	4-10-51-52
13	"Patience"	5-9-0	6-18-9-0	4-10-51-52
14	"Kurrewa IV"	5-9-47	5-6-9-47	4-10-51-52
15	"Wanderer"	10-34-15	7-23-34-15	5-18-37-14

Retired: "Landfall" and "Bissy Girl."

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A Quiet Event —1955

Light, fickle breezes dogged the fleet of seventeen yachts almost throughout the race. The lead changed from yacht to yacht and "Kurrewa IV," "Even," "Solo" and "Moonbi" all had their share. The widely-scattered fleet was doing most unpredictable things. Between radio skeds some of the larger yachts would improve their positions by as little as six miles, while smaller competitors, like "Moonbi" and the South Australian, "Cooroyba," would forge ahead, covering some 40 to 50 miles in the same time. So it was, that these two latter yachts led the fleet off the Tasmanian coast and after being overtaken by the larger yachts, as they all came to experience the same conditions, went on to be first and second on handicap.



Considerable interest was centred on the "battle of the giants"—"Kurrewa IV" (ex-"Morna") had taken the line honours in all of her four previous starts; "Even," her Harbour racing rival, competing in her first Hobart event; and the new, but formidable, "Solo," praying all the time for a good thrash to windward. However, the only hard breeze that eventuated was a northerly blow on the fourth day out in which the yachts closer in shore fared better than those that were wide of the land. Off Maria Island, "Even" had a slight lead over "Kurrewa IV" and hot on their heels was "Nell Gwyn," a Tasmanian yacht that in previous races had not impressed, but here she was close to home and right up with the leaders.

"Kurrewa IV" and "Even" had a battle royal up the Derwent, with Jock Muir on "Even" trying every trick he knew to gain line honours. At first light in drifting conditions, "Even" crossed first, followed 20 minutes later by "Kurrewa IV." "Nell Gwyn" finished 3 hours and 44 minutes later with a big lead on corrected time. "Solo" was next to finish, followed by "Cooroyba," "Moonbi" and "Janzone." These three latter yachts all beat "Nell Gwyn" on corrected time, with "Moonbi" winning from "Cooroyba" and "Janzone." A fine record for "Moonbi," in four starts to Hobart—a first, two seconds and a third.

In spite of the light weather, this was a fast race, particularly for the smaller yachts, as 14 of them were all tied up in Constitution Dock before the New Year arrived.

OFFICIAL PLACINGS

(Times are given in days, hours, minutes, seconds.)

Pl.	Yacht	Owner	H.C.F.	El. Time	Cr. Time
1	"Moonbi"	H. S. Evans	.6697	5-1-28-24	3-9-21-5
2	"Cooroyba"	C. Haselgrove	.6782	5-0-14-42	3-9-33-1
3	"Janzone"	W. R. Slade	.6939	5-2-41-21	3-13-8-2
4	"Nell Gwyn"	R. Hickman	.7306	4-21-57-5	3-14-10-31
5	"Fantasy"	D. Burridge	.6768	5-8-59-37	3-15-18-10
6	"Carol J"	J. Halliday	.7086	5-3-50-53	3-15-45-31
3	"Lass O' Luss"	J. Colquhoun	.6991	5-5-52-29	3-15-59-57
8	"Patience"	A. B. Wilson	.6684	5-13-10-0	3-16-57-54
9	"Southern Myth"	N. Howard	.7274	5-3-11-8	3-17-36-19
10	"Trade Winds"	M. E. Davey	.7139	5-6-58-42	3-18-39-0
11	"Solo"	V. Meyer	.7801	4-23-10-31	3-20-58-7
12	"Winston Churchill"	A. G. Warner	.7795	5-4-57-17	4-1-24-9
13	"Tamoshanter"	Naval College	.6672	6-5-58-0	4-4-3-15
14	"Even" (first home)	F. J. Palmer	.8836	4-18-13-14	4-4-55-31
15	"Kurrewa IV"	F. & J. Livingston	.9185	4-18-33-42	4-9-13-30
16	"Defiance"	N. D. Rundie	.8320	5-6-44-12	4-9-26-42

Retired: "Wanderer."

Rugged 1956



A fleet which equalled in number the 1947 record fleet of 28 yachts crossed the starting line on the way to Hobart but what a different fleet it was. Gone to a great extent were the slow cruisers that formed the bulk of our early ocean racing fleets and in their place were seaworthy, able sailing machines tuned to the highest pitch for the task in hand.

Throughout the race there was no lack of wind and the very capable "Solo" came to the fore and after a close tussle with "Kurrewa IV" up the Derwent, finished second by a narrow margin to gain handicap honours from "Anitra" and "Carol J."

The first day's Nor'Easter gave little indication of the weather to come for Hobart was three distinct southerlies away. The first came that night and saw both "Wraith of Odin's" masts go over the side. Throughout the second day "Kurrewa IV" led from "Solo" with "Anitra" close astern, followed by "Janzoon," "Carol J" and "Catriona." A light Nor'easter took the fleet in pleasant sailing conditions well into Bass Strait but it did not last and gale force south-west winds battered the fleet. The leaders fared much better at this stage as "Solo," leading from "Kurrewa IV" neared the Tasmanian coast and in its lee experienced easier conditions. "Carol J" was near "Anitra" and "Winston Churchill" had moved up to fifth position. The smaller yachts really got the full force of it and struggled on with headwinds over 50 m.p.h. for 40 hours.

Then after a period of bright sunshine and relatively little wind the breeze started to make again and in this rising breeze the leaders, "Kurrewa IV" and "Solo" sailed up the Derwent carrying full gear, neither yacht prepared to risk loss of time sail changing that the weather was making increasingly imminent. The remainder of the fleet scattered from Cape Raoul to Freycinet Peninsular was getting a dusting in the third southerly that was recorded as reaching 86 m.p.h. Many sought shelter or hove to and few braved the dangerous lee shore between Tasman Is. and Raoul. "Ripple's" crew had a hair-raising ride across Storm Bay in these conditions but was unable to reduce the lead of the Number 2 Division leaders, "Siandra" and "Ingrid." The remainder of the fleet straggled in over a period of five days.

Definitely a big boat's race—all first four places were filled by Division 1 yachts. "Siandra," placed fifth in the Open Event, won Division 2 from "Ingrid" and "Ripple." "Solo's" performance was all the more creditable when it is realised that she is far and away the highest rated yacht to have ever won this event.

SYDNEY-HOBART YACHT RACE, 1956 RESULT SHEET

(Times are given in days, hours, minutes, seconds.)

Yacht	FINISH		Elapsed	T.C.F.	Div.	Cor.ected	PLACING	
	Date	Hour					Open	Di.
"Solo"	30/12	pm 4-03-33	4-5-3-33	.7927	1	3-8-33-52	1	1
"Anitra"	31/12	am 3-43-34	4-16-43-34	.7164	1	3-8-45-25	2	2
"Carol J"	31/12	am 7-31-58	4-20-31-58	.7069	1	3-10-22-37	3	3
"Janzoon"	31/12	am 8-53-06	4-21-53-06	.7148	1	3-12-14-40	4	4
"Slandra"	31/12	pm 6-38-09	5-7-38-09	.6638	2	3-12-43-20	5	1
"Ingrid"	31/12	pm 5-08-11	5-6-08-11	.6858	2	3-14-30-16	6	2
"Southern Myth"	31/12	am 11-28-46	5-0-28-46	.7252	1	3-15-22-13	7	5
"Ripple"	1/1	am 12-29-55	5-13-29-55	.6621	2	3-16-23-22	8	3
"Catriona"	31/12	am 7-39-07	4-20-39-07	.7656	1	3-17-18-32	9	6
"Kurrewa IV"	30/12	pm 3-31-14	4-4-31-14	.9114	1	3-19-36-02	10	7
"Fantasy"	1/1	am 4-47-05	5-17-47-05	.6701	2	3-20-19-46	11	4
"Samuel Pepys"	1/1	am 4-17-41	5-17-17-41	.6779	2	3-21-4-23	12	5
"Lahara"	1/1	pm 3-55-43	6-4-55-48	.6556	2	4-1-37-24	13	6
"Winston Churchill"	31/12	pm 4-49-49	5-5-49-49	.7942	1	4-3-56-1	14	8
"Romava"	2/1	am 3-01-05	6-16-01-06	.6616	2	4-9-53-01	15	7
"Tarni"	2/1	am 2-4-03	6-15-04-03	.6722	2	4-10-55-29	16	3
"Kurura"	2/1	am 4-46-10	6-17-46-10	.6642	2	4-11-26-48	17	9
"Lorraine"	2/1	am 3-21-00	6-16-21-00	.6798	2	4-12-45-21	18	10
"Tam O'Shanter"	2/1	am 9-38-27	6-22-38-27	.6808	2	4-17-26-55	19	11
"Niripa"	2/1	am 8-4-24	6-21-4-24	.7043	1	4-20-19-37	20	9
"Phalarope"	2/1	pm 8-3-10	7-9-3-10	.6753	2	4-23-33-47	21	12
"Four Winds"	3/1	pm 9-18-0	8-10-18-00	.6359	2	5-8-37-20	22	13
"Vailima"	3/1	am 9-3-00	7-22-3-00	.6881	1	5-10-45-15	23	10
"Nirvana"	2/1	am 6-37-23	6-19-27-33	.8173	1	5-13-42-44	24	11
"Serenade"	3/1	am 5-27-40	7-18-27-40	.7291	1	5-15-58-09	25	12
"Renene"	5/1	am 7-57-00	9-20-57-00	.6630	2	6-13-5-52	26	14

Retired: "Wraith of Odin," "Ranston."

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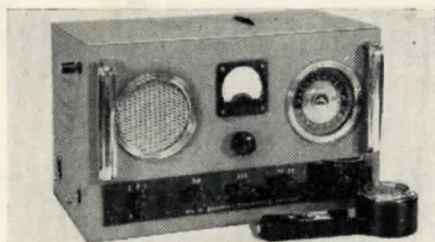


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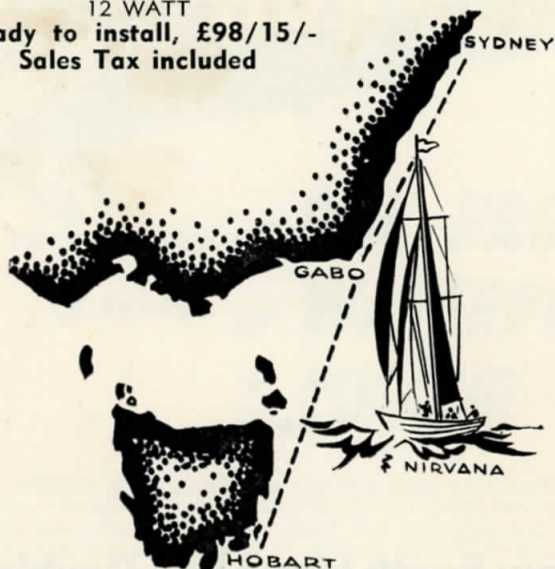
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1957

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for the
THIRTEENTH
SYDNEY-HOBART RACE

For the R.O.R.C. Trophy
The Tattersall Cup
The J. H. Illingworth Cup
The F. & J. Livingston Trophy
and others

THURSDAY, 26th DECEMBER, 1957

Starting at 11 a.m.

High water at Sydney, 11.24 a.m.

Race Officials

R. C. HOBSON, R. B. MORGAN, M. ERASMUS
H. WATKISS

ENTRIES

Sail No.	Yacht	T.C.F.	Code	Yacht Club	Owner	Rig
77	"Anitra"	.7105	A	C.Y.C.A.	f. & M. Halvorsen	Cutter
	"Bintang Terang"		B	R.S.Y.C.	M. Hills-Willis	Ketch
3	"Caprice"	.7441*	C	R.S.Y.S.	W. H. Northam	Sloop
CYC25	"Catriona"	.7596	D	C.Y.C.A.	D. M. Brown	Cutter
M16	"Defiance"		E	L.M.Y.C.	N. D. Rundle	Cutter
MH71	"Eos"	.6730	F	M.H.Y.C.	M. T. Flower	Sloop
RANC3	"Four Winds"	.6359*	G	R.A.N.C.S.C.	S. Gibson	Sloop
40	"Janzoon"	.7095*	H	C.Y.C.A.	W. R. Slade	Sloop
4	"Kurrewa IV"	.9114*	I	R.Y.C.V.	F. & J. Livingston	Cutter
C6	"Kismet"		J	R.Y.C.T.	K. Gourlay	Sloop
57	"Lolita"	.6732	K	C.Y.C.A.	J. Leahy	Sloop
GL20	"Metung"	.7267*	L	G.L.Y.C.	Dr. T. Beatty	Ketch
886	"Nirvana"	.8396*	M	C.Y.C.A.	Dr. K. Laws	Cutter
CYC9	"Patience"	.6645*	N	C.Y.C.A.	A. B. Wilson	Sloop
605	"Samuel Pepys"	.6779	O	R.N.S.A.	R.N.S.A.	Sloop
12	"Serenade"	.7291*	P	R.P.A.Y.C.	L. E. Esdaile	Cutter
CYC15	"Solo"	.7973	Q	C.Y.C.A.	V. Meyer	Cutter
SA6	"Southern Myth"	.7258	R	R.S.A.Y.S.	N. C. Howard	Sloop
SA7	"Tahuna"		S	R.S.A.Y.S.	H. Wilckens	Yawl
27	"Trade Winds"	.7230*	T	C.Y.C.A.	M. E. Davey	Cutter
B3	"Winston Churchill"	.7912*	U	R.Y.C.V.	Sir Arthur Warner	Cutter

Some yachts have not as yet been measured and other T.C.F.s marked with an asterisk (*) are approximate and may be amended prior to the start and are shown here only as an indication. Complete and final T.C.F.s will appear on the Sailing Instructions and the Notice Board at the Club House.

SAILING INSTRUCTIONS

RULES

The race will be sailed under R.Y.A. Rules subject to modifications imposed by C.Y.C.A. Special Regulations, 1956, with which competitors should make themselves thoroughly familiar. Ratings to be applied shall be those calculated in accordance with the R.O.R.C. Rule of Measurement, 1957.

SIGNALS

A Blue Peter (supplied by the owner) must be shown in the port and starboard rigging from the preparatory gun at 10.50 a.m. and until after clearing the Heads.

START

10.50 a.m. C.Y.C. official flag will be broken out and a gun fired.
10.55 a.m. Three flags hoisted and a gun fired.
10.58 a.m. First flag falls.
10.59 a.m. Second flag falls.
11.00 a.m. Starting gun. Third flag falls.

RECALLS

Attention is drawn to Special Regulation No. 5.

STARTING LINE

The starting line will be between the Starter's Boat and the Motor Cruiser, "Steady Hour." The Starter's Boat (S.D.B.1321) will bear 000 T. from the fixed red light on Point Piper and about 500 yards distant from it. "Steady Hour," marking the other end of the line, and exhibiting a C.Y.C. flag, will be about 400 yards N.W. (T.) of the Starter's Boat; line to be crossed from south to north.

COURSE

Across the starting line from south to north, thence direct to Hobart, Tasmania, leaving Tasman Island to starboard and the John Garrow Shoal Light to port.

FINISH

The finishing line will be between a red and yellow flag mark by day and buoy with white flashing light by night placed approximately 100 yards off the Judge's Box and the flag pole on the box. The buoy will be placed with a bearing on the red light on the end of Prince's Pier lining with the two green lights on the end of the Elizabeth Street Pier.

In clear weather it is visible from the Derwent Light ("Iron Pot") bearing N. 20 W. magnetic nine miles.

Blinking Billy Light on One Tree Point has been replaced by the John Garrow Shoal Light which is three cables to the east of the old light. It is a square iron tower on four concrete piles, flashing red every three seconds, visible 10 miles. On rounding this light, the finishing line bears N.W. magnetic 2 miles.

Times will be taken by the watchkeeper at the Judge's Box. When finishing at night, a white flare should be burned, making sure the sail number is illuminated while crossing the line, and the yacht's name and sail number reported to the watchkeeper. Yachts must also take their own finishing times and report these to the secretary, Royal Yacht Club of Tasmania, Hobart.

AFTER THE FINISH

Yachts are invited to bring up in Constitution Dock. Skippers are requested to moor their craft by bow anchor and stern lines to the dock.

EQUIPMENT

Equipment as follows must be included:—

Two storm sails; dinghy; lifebuoy, minimum size 18" inside, painted mainly red or orange with self-igniting buoy light attached, being on deck within reach of the helmsman; fire extinguisher of approved type; life lines from bow to aft of the cockpit (minimum height 20" from deck); first aid equipment, including St. John's Ambulance Book; anchors and warps suitable for the yacht; ballast must be all securely fixed.

Two-way radio must be carried. Transmission of signals to obtain a bearing or weather forecast is prohibited.

Crew: No more paid hands are permitted than when normally cruising.

Water: 5 gallons of fresh water per man must be carried, not more than two-thirds in any one container.

WIRELESS

(See separate radio schedule.) Any yachts sighting the Radio Relay Vessel, "Lauriana," are requested to identify themselves if possible.

DECLARATIONS

Declarations must be made within 24 hours of arrival to the secretary, Royal Yacht Club of Tasmania. If no declaration is made, a yacht may be treated as having failed to complete the course.

PROTESTS

Protests arising out of the race must be made in writing to the secretary, Royal Yacht Club of Tasmania, and in accordance with Rule 38, within 12 hours of the finish of the protesting yacht.

SIGNALS

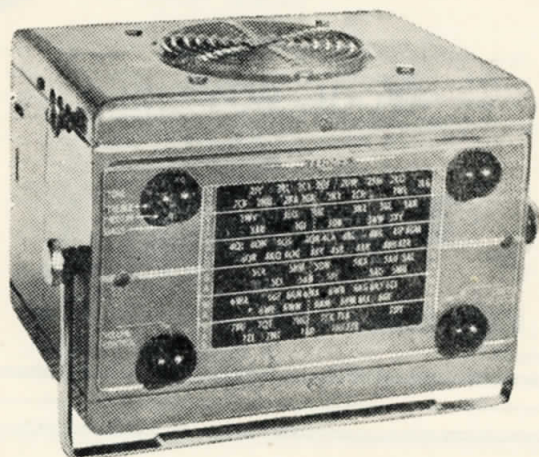
Competing yachts are to signal their sail number and prefix, if any, to Tasman Island Light and the Signal Master at Mount Nelson Signal Station when in the vicinity.

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1957 Sydney-Hobart Yacht Race Competitors

At the time of printing there were some twenty-one entries. On the following pages there are brief descriptions of these yachts, their previous successes and the crews who will sail them. Any omissions are regretted and are only caused by necessity of early publication. Here I would like to thank those skippers and crews who gave the requested details both promptly and completely.

—EDITOR.

ABBREVIATIONS USED

H.R.—Sydney-Hobart Race.

M.I.—Montagu Island Race.

T.T.—Trans-Tasman Race (between New Zealand and Australia).

Trans-Pacific—Los Angeles to Honolulu.

F.R.—Fastnet Race (England). Isle of Wight to the Fastnet Rock on south coast of Ireland and return to Plymouth.

Q.S.—Queenscliffe to Sydney, 1956.

B.G.—Brisbane to Gladstone.

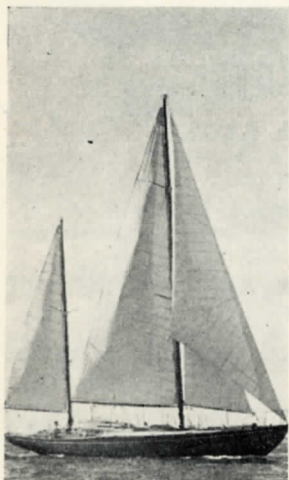
N.R.—Sydney to Noumea Race, 1953.

"METUNG"—Sail No. GL20

L.O.A., 48 ft.; L.W.L., 36 ft. 6 ins.; Beam, 12ft. 2ins.; Draft, 6 ft. 6 ins.

Metung is a town on the Gippsland Lakes in Victoria where this yacht was built and from which she takes her name. Built this year to a design by Sydney Naval Architect Alan Payne, she will be the newest yacht competing this year. In her only race start to date—the Annual Gippsland Legacy Race—she gained a first place and since then has spent the time cruising around the Barrier Reef. Ketch rigged with a dark blue hull, she will be easily recognised.

CREW.—Owner: Dr. T. O. Beatty (cruising experience). Skipper: J. R. Bull [9 H.R.s, including a win ("Christina") and Line Honours ("Nocturne")]. Mate: J. B. Earl [5 H.R.s, round-world cruise ("Kathleen")]. A. C. Butler (4 H.R.s); M. Halliday (6 H.R.s, 6 M.I.s and C.Y.C. coastal events); R. Stephens (Harbour racing and cruising experience); D. Beard (3 H.R.s, cruising), L. Lerne (small boat experience).



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"WINSTON CHURCHILL"—

Sail No. B3

L.O.A., 52 ft. 5 ins.; L.W.L., 45 ft. 6 ins.;
Beam, 12 ft. 6 ins.; Draft, 7 ft.

"Winston Churchill" was one of the most able starters in the first Sydney-Hobart Race, finishing second and gaining third placing on handicap. This will be her sixth Hobart Race, the first three being under the hand of her designer-builder and owner, P. Coverdale, and the others under her new owner, Sir Arthur Warner from Melbourne. This is an able racing yacht as well as a most comfortable cruiser. Last year she won the Queenscliffe to Sydney Race prior to starting in the Hobart Race. This year she will be cruising up to Sydney as the Queenscliffe Race to Sydney organised by the Cruising Yacht Club of Victoria is to be held bi-annually.

CREW.—Owner and skipper: Sir Arthur Warner (4 H.R.s, 1 Q.S., holder Bass Strait record). G. Warner (1 H.R., 1 Q.S., racing and cruising, Port Phillip); N. Bradey (racing and cruising experience, Port Phillip); M. Crawford (3 H.R.s, 1 Q.S., offshore experience); J. Richardson (2 H.R.s, 1 Q.S.); J. Caldecott (1 H.R., 1 Q.S.); S. Smith (racing and cruising, Port Phillip); T. McInerny (racing and cruising, Port Phillip); B. Bahr (2 H.R.s, 1 Q.S.).



"EOS"—Sail No. MH71

L.O.A., 33 ft. 6 ins.; L.W.L., 24 ft.; Beam,
8 ft. 3 ins.; Draft, 5 ft. 3 ins.

"Eos" is a Brittany Class yacht designed by English designer, Laurent Giles, and built in Sydney in 1956. In the few offshore races contested she has performed well and has raced consistently on the Harbour. The longest race entered has been the Montagu Is. Race this year.

CREW.—Owner and skipper: M. T. Flower (Harbour and offshore experience). D. Linton (Harbour and offshore experience); B. Jackson (2 H.R.s and offshore experience); P. Fletcher (1 N.Z. to Suva Race and offshore experience); G. Williams (1 H.R. and 1 B.G.).



"BINTANG TERANG"

L.O.A., 65 ft.; L.W.L., 61 ft.; Beam, 17 ft.
8 ins.; Draft, 6 ft. 3 ins.

This heavy cruising ketch was built to a design by Thornycroft in 1952. She has not been raced before and came from her home port, Singapore, to compete in the event.

CREW.—Skipper: C. H. Hill-Willis (Master Mariner and small boat experience). Hans Zwart (small boat and cruising experience); K. Green (cruising experience); S. Lee (cruising experience). More to be selected.

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"SOUTHERN MYTH"—Sail No. SA6

L.O.A., 41 ft.; L.W.L., 30 ft.; Beam, 9 ft. 6 ins.; Draft, 6 ft. 4 ins.

Interstate competitors are faced with long passages to arrive at the start, the time away from work consequently greater and crews are away from their homes and families for Christmas. However, Norm Howard, the owner of this lovely sloop from Adelaide, has sailed her around for the last three Hobart Races and is now preparing for his fourth consecutive attempt. Designed by Laurent Giles in England for Mr. Howard, she was built in Adelaide in 1954 and apart from competing in three Sydney-Hobart Races she won the Queen's Regatta in 1954 and took Line Honours and second on handicap in the 1955 Neptune Is. Race. Sydney yachtsmen are wondering if that rock is going to yield to the persistence of "Southern Myth's" crew this year!!!

CREW.—Owner and skipper: N. C. Howard (3 H.R.s, offshore racing, Adelaide, and State Representative 12 sq. metre). J. Wigan (3 H.R.s, past State Champion Cadet, Dinghy and Stonehaven Cup rep.); J. Hall (offshore racing and Stonehaven Cup rep.); J. Russell (1 H.R. and small boat experience); J. Hayward (1 H.R. and small boat experience); W. Williams (offshore and dinghy racing).

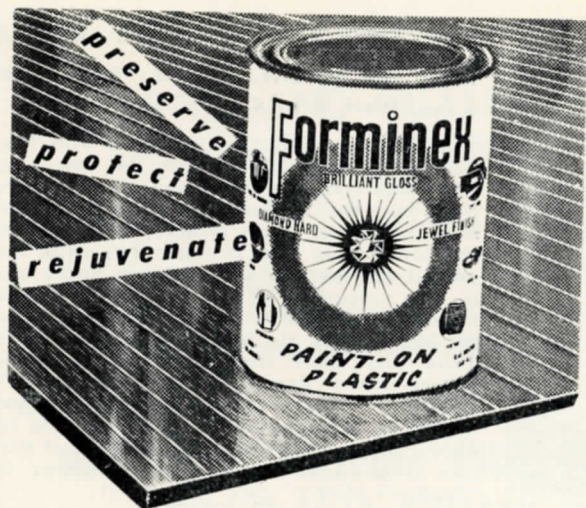


"SAMUEL PEPPYS"—Sail No. 605

L.O.A., 31 ft.; L.W.L., 24 ft.; Beam, 7 ft. 6 ins.; Draft, 5 ft. 10 ins.

Here is quite a famous little yacht designed by Laurent Giles as a class for the Royal Naval Sailing Association—R.N.S.A.24. She was built in 1949 in England and has had a very full life as a Club Yacht ever since, having competed in two Bermuda races (1950 and 1952), gaining a third in her class in the latter, two Trans-Atlantic Races (1950 and 1952), gaining a second and a first placing, respectively, and notable amongst her racing successes prior to being shipped to Sydney aboard the aircraft carrier Melbourne in 1956 was her win in 1950 in the race from Plymouth to Santander in Spain. Since arriving in Sydney she has been cared for by the Australian Branch of the R.N.S.A. and has raced consistently both on the harbour and outside. She competed in the Sydney-Hobart Race last year and performed very creditably for so small a yacht in the heavy going that was experienced.

CREW.—Skipper: Captain R. J. Robertson, D.S.C., R.A.N. (1 H.R. and 1 M.I.). Lieut. H. Spurgeon, R.A.N. (1 H.R. and 1 Q.S.); Lieut. A. D. Gray, R.A.N.V.R. (1 H.R. and 2 M.I.). Signalman: R. Robinson, R.A.N. (1 M.I.). One to be chosen.



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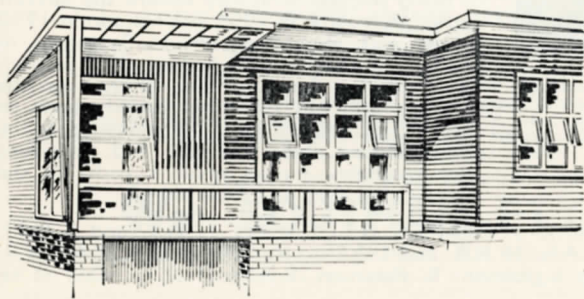
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"DEFIANCE"—Sail No. M16

L.O.A., 50 ft.; L.W.L., 32 ft.; Beam, 9 ft. 6 ins.; Draft, 6 ft. 3 ins.

"Defiance" was originally a gaff-rigged 8 metre designed by E. O. Digby and built in Melbourne in 1938. She competed in the second and third Sydney-Hobart Races under the gaff rig and in the tenth and eleventh with her present modern rig. The present owner races her regularly on Lake Macquarie whence she is only brought on special occasions such as this or the Easter Swansea to Sydney Race and return.



CREW.—Owner and skipper: N. Rundle (2 H.R.s, 1 M.I., numerous offshore events). A. Young (3 H.R.s, 1 M.I., numerous offshore events); N. Felton (1 N.R., 2 H.R.s, 1 M.I.); H. Freimuth (1 N.R., 4 H.R.s, 2 M.I.); D. Ingram (2 H.R.s); A. Mitchell (1 M.I.); A. Burgin (1 H.R., 2 M.I., numerous short offshore races); P. Rundle (offshore experience); G. Smith (offshore experience).

"CATRIONA"—Sail No. CYC25

L.O.A., 45 ft.; L.W.L., 35 ft.; Beam, 11 ft. 8 ins.; Draft, 7 ft. 6 ins.

Mac. Brown is very proud of his Giles-designed cutter, "Catriona," which was launched just twelve months ago in time for the last Hobart Race in which she was placed ninth. A handsome vessel, with dark blue topsides, she has not raced a great deal during the year though there has been great activity aboard with changes of gear and rig.

The few appearances made have shown her to be an able sail carrier and powerful yacht.

CREW.—Owner, skipper and navigator: D. M. Brown (4 H.R.s, 4 M.I.s and C.Y.C. coastal events). G. Barton (4 H.R.s, 3 M.I.s and C.Y.C. coastal events); H. H. Green (7 H.R.s, 4 M.I.s and C.Y.C. coastal events); P. Cosgrove (coastal events); R. Hunt (1 H.R., 1 M.I. and coastal events); W. Jilkes (3 H.R.s and coastal events); J. North (3 H.R.s, 1 T.T., 2 B.G.s and 7 M.I.s).



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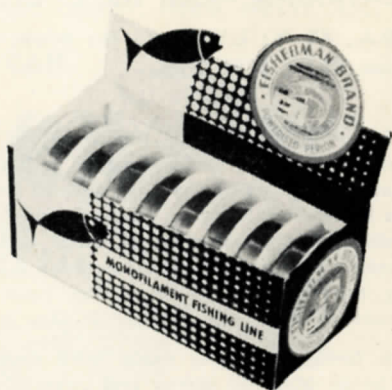
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"NIRVANA"—Sail No. 886

L.O.A., 64 ft.; L.W.L., 48 ft.; Beam, 13 ft.
6 ins.; Draft, 7 ft. 9 ins.

This huge cutter was built in Newcastle in 1952. She has competed in two Hobart Races in which her performance was disappointing. However, in recent C.Y.C. offshore races she has shown herself to be considerably improved and so long as the breeze is there she'll keep moving.

CREW.—Owner and skipper: Dr. K. Laws (1 H.R. and cruising and racing experience in England). C. Southwell (1 H.R. and local offshore events); J. Palmer (4 H.R.s, 5 M.I.s, experienced Harbour and ocean racing skipper); Paul Cook, J. Hunter, D. Reid. Four more to be chosen.



"FOUR WINDS"—Sail No. RANCSC3

L.O.A., 27 ft. 4 ins.; L.W.L., 25 ft.; Beam, 8 ft.; Draft, 5 ft.

This is the smallest yacht to have ever competed in this race. She was built in 1945 to a design by Scrivenor and hailing from Victoria won the Lady Nelson Trophy and Carrade Cup in 1956 and 1957, respectively. Last year she competed in both the Queenscliffe to Sydney Race and the Sydney to Hobart Race.

CREW.—Owner: S. Gibson. Skipper: Lt. Cmdr. Money. Lt. Rorke, Commander Scrivenor, Commander C. Carter.



"PATIENCE"—Sail No. CYC9

L.O.A., 35 ft.; L.W.L., 28 ft. 6 ins.; Beam, 9 ft.; Draft, 5 ft. 8 ins.

"Patience" is a small steel sloop designed and built by her owner, A. B. Wilson, in 1951. She has been a most consistent starter in C.Y.C. events since her launching and won the season's Point Score in 1952. Since her recent re-rigging and new sails she has shown improved performance, viz., a first and a third in two starts. This will be her fourth Hobart Race and her best showing was in 1954 when she was well to the fore when she lost the top section of her mast. Very creditably she completed the course under jury rig and then made the return journey home.

CREW.—Owner and skipper: A. B. Wilson (4 H.R.s, local offshore events in "Patience" and Moana Lua); N. Arnold (2 H.R.s, local ocean races); J. Burgess (Harbour experience and local ocean races); W. Tomb (1 H.R., 1 M.I. and local ocean races); G. S. Hoskin (2 H.R.s and local ocean races).



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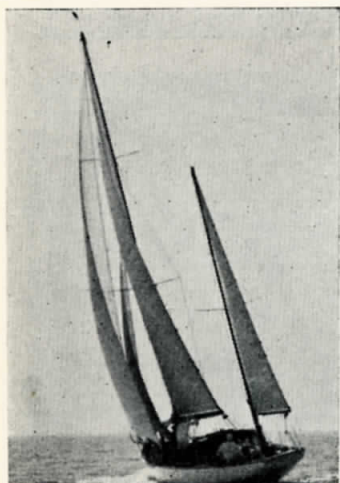
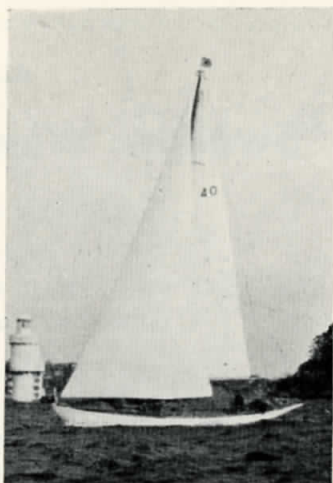
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"JANZOON"—Sail No. 40

L.O.A., 42 ft.; L.W.L., 28 ft. 6 ins.; Beam, 9 ft. 6 ins.; Draft, 6 ft. 6 ins.

This yacht, designed by Englishman, Robert Clark, was built in Sydney in 1945 and sailed by her present owner, W. R. Slade, with a very keen crew has performed quite spectacularly in offshore races. She has competed in the last 3 Hobart Races being third in 1955 and fourth in 1956. At one stage it looked as if "Janzoon" was really going to monopolise C.Y.C. racing when she won seven consecutive Bird Is. Races.

CREW.—Owner and skipper: W. R. Slade (1 F.R., 3 H.R.s, 3 M.I.s). Navigator: D. J. Browne (3 H.R.s, 4 M.I.s). C. G. Betts (2 H.R.s, 3 M.I.s); R. Hammond (5 H.R.s, 3 M.I.s); R. F. Norman (2 H.R.s, 2 M.I.s); J. H. Fitzell (4 H.R.s).



"TAHUNA"—Sail No. SA7

L.O.A., 44 ft. 8 ins.; L.W.L., 30 ft.; Beam, 11 ft. 3 ins.; Draft, 6 ft. 10 ins.

While the numbers of Hobart Race entrants from South Australia have not been large the quality has never been in doubt to such effect that they have won the event twice, second once and second in Div. 2 last year. Now "Tahuna" is coming around for the first time but she is really not unknown to us as she is a sister ship to the highly successful "Margaret Rintoul," holder of the Sydney-Hobart course record of 4 days 2 hours 29 minutes and one second. Designed by leading American naval architect, Phil Rhodes, she was built in South Australia in 1951 and since then has managed to collect for her owner, Henry Wilckens, practically every major trophy in their home waters, having gained both Line and Handicap Honours in the Orontes Cup (1953), Easter Gulf Race (1955), Kintore Cup (1957), P. F.

L. Hussey Memorial Trophy and the Gulf Race. All outstanding performances, in fact Line Honours seem to be her prerogative when racing out of Adelaide.

CREW.—Owner and skipper: H. Wilckens (offshore racing). C. Smith (offshore racing); D. Judell (2 H.R.s and offshore racing); K. McLaren (2 H.R.s and offshore racing); P. Warrington (3 H.R.s and offshore racing); R. Fidock (1 R.R. and offshore racing); M. Tostevin (2 H.R.s and offshore racing); M. Sarah (2 H.R.s and offshore racing).

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"ANITRA"—Sail No. 77

L.O.A., 38 ft.; L.W.L., 32 ft.; Beam, 9 ft.
6 ins; Draft, 6 ft.

The names of T. & M. Halvorsen have been associated with the Sydney-Hobart Race since its inception and this is the fourth yacht which they have designed and built for this event. The others being "Saga," "Peer Gynt" and "Solveig," the latter having gained Line Honours once and Handicap prize once. "Anitra" was completed just in time for the last Hobart Race and came within 11 minutes of winning it. Since then she has had numerous wins in shorter C.Y.C. events and sailed into second place in the 1957 Montagu Is. Race. Looking at the crew list one would almost think they had sailed together before!!!

CREW.—Owner and skipper: T. & M. Halvorsen (2 Trans-Pacific, 3 T.T.s, 9 H.R.s, 2 M.I.s). M. Halvorsen (2 Trans-Pacific, 3 T.T.s, 8 H.R.s, 1 M.I.); S. Darling (2 Trans-Pacific, 3 T.T.s, 9 H.R.s, 2 M.I.); T. Gowland (1 Trans-Pacific, 5 H.R.s, 4 M.I.); H. Halvorsen [1 M.I. (first season ocean racing)]; S. McRae [1 M.I. (first season ocean racing)].



"CAPRICE"—Sail No. 3

L.O.A., 45 ft.; L.W.L., 30 ft.; Beam, 10 ft.;
Draft, 6 ft. 5 ins.

Bill Northam, who rocketed to prominence in Australian yachting when he took his crack eight-metre "Saskia" to Melbourne and brought the Sayonara Cup back to New South Wales early in 1955 for the first time in years. Having successfully defended the Cup he turned his eyes to ocean racing and the Hobart Race in particular. With this in mind he bought the Tasmanian yacht "Caprice," which had been built to a Robert Clark design in 1951. Her record in seven seasons' racing at Huon was most impressive and there was little to pick between her and the eight-metre "Erica J." In three Bruni Is. Races she gained two firsts and a second under similar handicapping to that under which the Sydney-Hobart Race is sailed.

CREW.—Owner and skipper: W. H. Northam (Harbour and offshore experience). R. du Chateau (6 H.R.s, 8 M.I.s and coastal races); W. Vout (4 H.R.s and coastal races); I. MacKellar (Harbour racing experience); M. Earl (3 H.R.s, 3 M.I.s and Harbour racing); E. Mossop (1 H.R., sailed "Katwinchar" from from England); D. Burrige (7 H.R.s, ocean racing out of Hobart); M. Ingram (Harbour racing experience).



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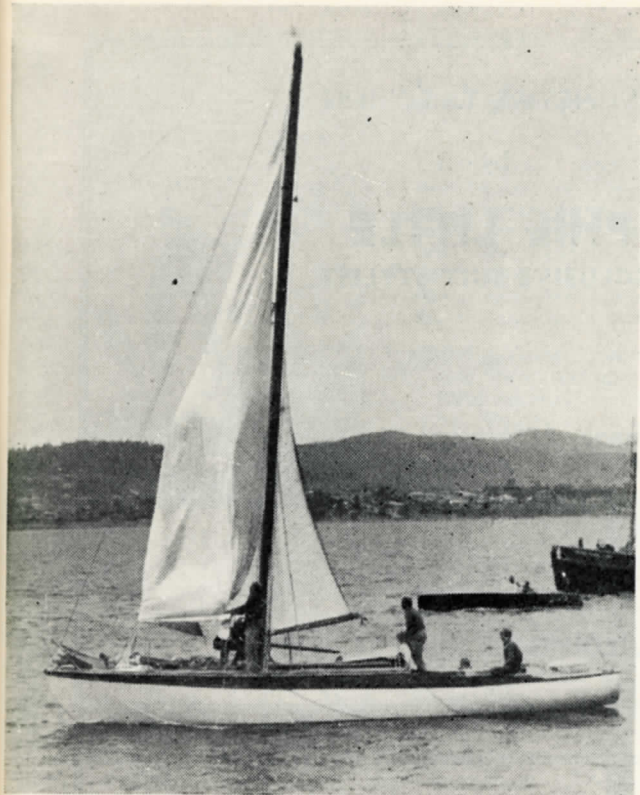
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**"SERENADE"
—Sail No. 12**

**L.O.A., 35 ft.; L.W.L.,
29 ft. 6 ins.; Beam, 7 ft.
6 ins.; Draft, 5 ft. 10 ins.**

This is a modern, ultra-light displacement ocean racer designed by Alan Payne. She is a sister ship to "Nocturne," which 1952. The down-wind took Line Honours in performance of these yachts is outstanding, particularly if the going is hard. "Serenade" competed in the last Sydney to Hobart Race and several other shorter offshore events by a recently acquired new suit of sails has made her altogether a different yacht and Skipper Esdaile should really be able to get her going this time.

CREW.—Owner and skipper: L. E. Esdaile. N. Brownbill, A. Adams. Two more to be chosen.

This is not "Serenade" but "Nocturne," her sister ship, photographed taking Line Honours in 1952.

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"LOLITA"—Sail No. 57

L.O.A., 35 ft.; L.W.L., 27 ft. 6 ins.; Beam, 9 ft.; Draft, 6 ft.

This is a very able yacht. Designed by Robert Clarke and built in 1945, she was launched as the "Akuna" and in the hands of her previous owner, the late Reg Grout, she really dominated the ocean racing of that time. Mr. Leahy has raced her little offshore but has been a consistent Harbour racer with many successes, winning the combined club's Point Score last season in her division.

CREW.—Owner and skipper: J. Leahy (1 M.I. and local racing). B. Wilson (1 M.I. and local racing); R. Rowe (1 M.I.). Navigator: W. Willett (1 M.I. and local racing). M. Paul (1 H.R., 1 M.I. and local racing). One more to be selected.



KISMET—Sail No. C6

L.O.A., 31 ft.; L.W.L., 25 ft.; Beam, 7 ft. 2 ins.; Draft, 5 ft. 2 ins.

This yacht, competing in the Hobart Race for the first time, is the only Tasmanian representative. Her owner, Ken Gourlay, sailed his previous yacht, "Terra Nova," in the 1952 race, being fifth to finish. His new yacht is a light displacement ocean racer, built in 1955 to a design by J. Illingworth and A. Penrose, and was raced little till purchased recently by her present owner.

CREW.—Owner and skipper: K. Gourlay. B. Plaister, R. Spinner, H. Cuthbert, P. Gourlay.

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"SOLO"—Sail No. CYC15

**L.O.A., 57 ft.; L.W.L., 40 ft.; Beam, 13 ft.;
Draft, 8 ft.**

An outstanding yacht in every respect, "Solo" was built of steel by her owner, Vic Meyer, to a design by popular Sydney Naval Architect, Alan Payne, in 1955. Since launching she has had many successes in local C.Y.C.A. events and has contested two Sydney-Hobart Races, being second home and first on handicap in the last race. The Montagu Is. course seems to be her favourite though, as in two starts she has taken Line Honours both times and the handicap prize once in face of some very formidable opposition.

CREW.—Owner and skipper: V. Meyer (2 H.R.s, 2 M.I.s and local offshore events). Navigator: G. Manley (6 H.R.s, 3 M.I.s and local offshore events). T. Ball (6 H.R.s, 5 M.I.s and local offshore events); R. Sargent (local offshore events); E. Munro (local offshore events); B. Aldis (local offshore events); J. Merrilees (local offshore events); W. Cooper (local offshore events); A. Scott (local offshore events).



"TRADE WINDS"—Sail No. 27

**L.O.A., 43 ft. 8 ins.; L.W.L., 32 ft.; Beam,
11 ft.; Draft, 6 ft. 4 ins.**

"Tradey" is the C.Y.C. Flagship and not only is she owned and sailed by the Commodore but he also designed and built her in 1943. This will be her fifth Sydney-Hobart Race, the best performance being her win in 1949 when she came very close to taking off the double having had a handy lead right up to the Derwent River when light fickle airs saw two yachts pass her. Other successes included the Montagu Is. Race in 1948 and 1957 for first and third placings, respectively, three Bird Is. and one Jervis Bay Race wins. Mr. Davey experienced some little trouble with masts last season but now seems confident that he has the solution well in hand.



CREW.—Owner and skipper: M. E. Davey (5 H.R.s, 3 M.I.s and coastal events). David Jones (2 H.R.s, 1 M.I., coastal events); D. R. (Jock) Bryden (7 H.R.s, 3 M.I.s, 1 N.R.); Jim McCloy (2 H.R.s, 1 M.I., coastal events); Ian Frost (1 H.R.s and local offshore races); Tom McLaurie (1 H.R. and local offshore races); Jack Robinson (1 H.R. and local offshore races); John Burn (2 H.R.s, 1 M.I. and local events).

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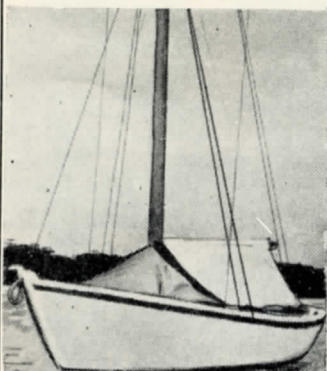


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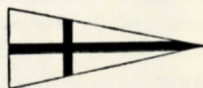


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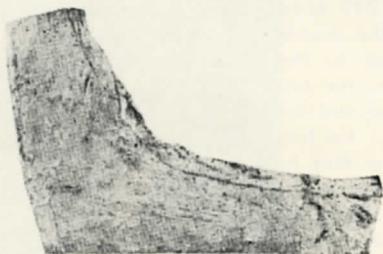
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"KURREWA IV"—Sail No. 4

No yacht in Australia is better known than this 65 ft. cutter for she has been racing for many years and is one of the most beautiful looking yachts afloat today. Designed by one of the greatest designers of all times, William Fife, she was built by Morrison & Sinclair in Sydney in 1912. Her racing successes would be impossible to number here but she has competed in six Sydney-Hobart Races, winning the Illingworth Cup for Line Honours five times. On handicap her best performance was in 1946 when she was placed third to "Christina" and "Saga." Originally known as "Morna," her name was changed in 1954 when purchased by her present owners, the Livingston brothers from Victoria who had previously been racing their ketch, "Kurrewa III."



CREW.—Owners: F. & J. Livingston (6 H.R.s, 2 M.I.s, 1 N.R., 1 Q.S. and 1 Trans-Pacific). R. Robertson (10 H.R.s, 1 T.T., 10 M.I.s, 1 B.G., 1 N.R., 1 Q.S.); R. Kellaway (9 H.R.s, 8 M.I.s, 3 B.G.s, 1 N.R., 1 Q.S.); D. Robertson (6 H.R.s, 5 M.I.s, 1 Q.S.); N. Shannon (3 H.R.s, 2 M.I.s); G. Wright (4 H.R.s, 3 M.I.s, 1 N.R., 1 Q.S.); R. Wallace (3 H.R.s, 3 M.I.s, 1 Q.S.); J. Biddlecombe (2 H.R.s, 2 M.I.s, 1 Q.S.); H. Gunson (2 H.R.s, 2 M.I.s, 1 Q.S.); F. Walker-Smith (1 H.R.); J. Goddard [3 H.R.s, 1 F.R. (crew, "Mayflower II")]; F. Thomas (1 H.R., 1 B.G.); S. McBeth (Harbour racing experience); R. Maidment (1 H.R.).



"LAURIANA"—Sail No. CYC30

L.O.A., 62 ft.; Beam, 16 ft.; Draft, 8 ft.

"Lauriana" is not a competitor in the race but is the Radio Relay Vessel and her duties will be to cruise along with the racers using both motor and sail keeping radio contacts with the yachts and correlating this information before sending it ashore to the A.B.C. She carries powerful radio equipment and in the crew are an operator and commentator who keep the news going through. "Lauriana" was built in Sydney to a design of A. C. Barber in 1938 and saw quite a bit of war service during which General Macarthur spent some time aboard and she was credited with the first sighting of the Jap. midget submarine in Sydney Harbour. After this she was bought by Vic Meyer, the present owner of "Solo," and restored to virtually original condition which has been more than maintained by the owner now, Jim Samson.

CREW.—Owner and skipper: J. S. Samson. D. Hale, D. Baglin, A. Wheeler, K. Clarke, J. Amos (Wireless Operator), J. Dibble (Commentator), K. Hannaford, R. J. Sarich, A. D. Campbell, Dr. W. Hannan.

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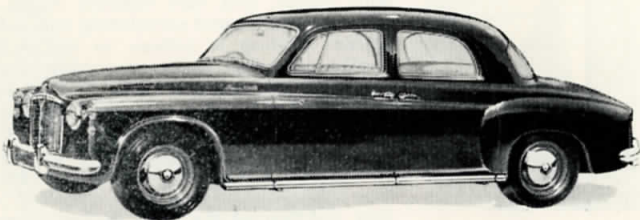
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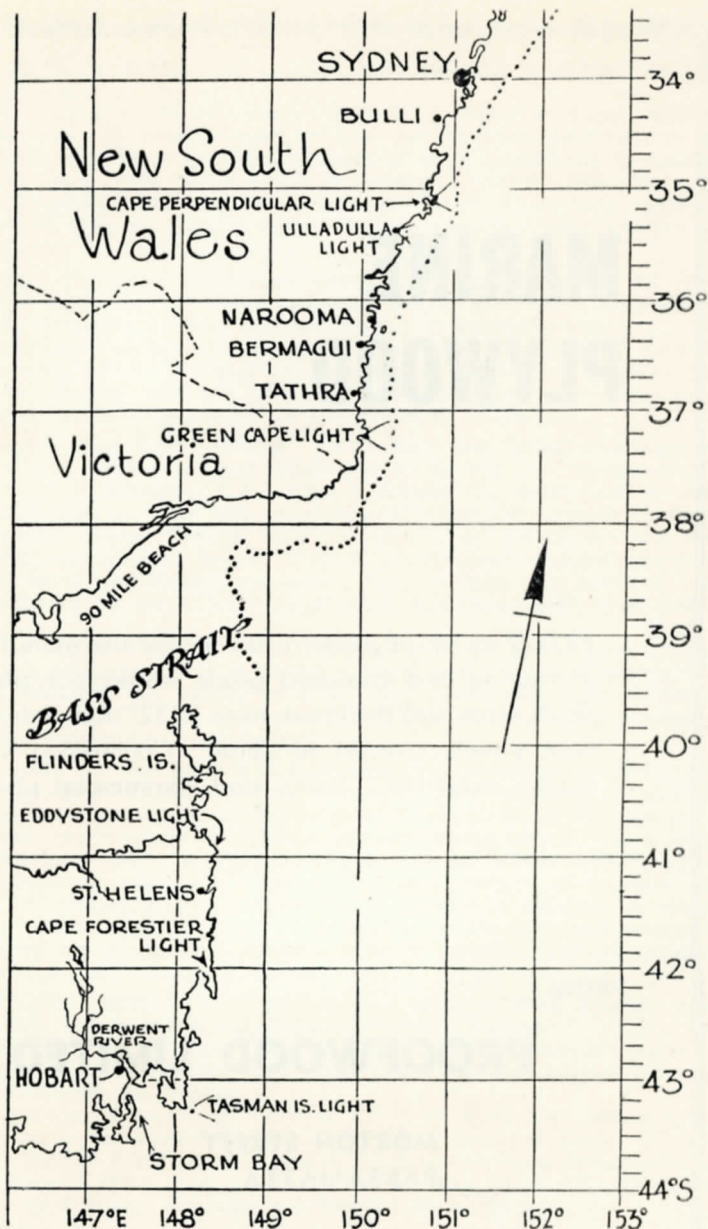


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RACE CHART



How Yachts are Handicapped

By M. E. DAVEY

Many people ask, "Why are the yachts handicapped, why is it not the first yacht to finish the race the winner?"

The answer is that yachts vary considerably in their speed. This is no reflection on their design or quality. All other things being equal,

Continued on Page 69.

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HOW YACHTS ARE HANDICAPPED (Cont. from Page 67)

a large yacht is faster than a small one, but this is subject to many variable factors.

Even yachts which sail races of 2 or 3 hours in short Saturday afternoon races are handicapped. Their performance, however, is well known and yacht clubs nominate a man of wide experience to handicap them who says, "this yacht shall be scratch, another shall have five minutes' handicap, and another 25 minutes," etc. Even then, owing to differences in type, he usually varies the handicaps for light weather and heavy weather.

However, for races which may take a week to complete in all classes of weather, such as the Sydney-Hobart classic and other long-distance events, the arbitrary method of handicapping is unsatisfactory.

Long-distance ocean racing has only become popular in Australia since the war, but in England and America it has been a popular sport for several decades, and the problems outlined above have been solved by a system of handicap based on measurement of yachts.

When the first Sydney-Hobart Yacht Race was being organised, the Cruising Yacht Club was very fortunate in having the co-operation of Captain John Illingworth, R.N., who is indeed the most famous ocean racing yachtsman to date. His suggestion of using the formula developed by the Royal Ocean Racing Club (R.O.R.C.), of which he was later Commodore, was adopted by the C.Y.C.A. Subsequently, this formula has been used in all the Hobart races and in more than one hundred ocean races conducted by the C.Y.C.A. and other Australian and New Zealand clubs.

The R.O.R.C. Formula has two purposes in view: (a) to give all types of yachts a fair chance of winning a race; and (b) to encourage the designing, building and racing of good, safe, seaworthy types of yachts, which are also fast. It does not take into account poor design or incompetent navigation or seamanship.

All yachts for the Sydney-Hobart Race are measured in Sydney by the same group of measurers who are in constant consultation to avoid differences in interpretation of the formula, which is fairly complicated.

In brief, the formula takes into account sailing length, beam, depth of hull and total draft, freeboards at each end, amidships, weights of the yacht's structural components, areas of sails, details of engines and propeller, if carried. Right through the calculation a standard is struck, and if the particular yacht being measured is on the safe and seaworthy side, bonuses are given, or if tending towards unseaworthiness, penalties are taken which are usually doubled.

The R.O.R.C. formula or "Rule," as it is usually called, resolves down to a decimal figure called the Time Correction Factor, or T.C.F. This T.C.F. multiplied by the total Elapsed Time a yacht takes to finish the course, gives a corrected time. The yacht which has the shortest corrected time is proclaimed the winner.

For example, if yacht "A," with a T.C.F. of .8000 takes 100 hours to finish the course, her corrected time is $100 \times .8000$ equals 80 hours. Whereas yacht "B," with a T.C.F. of .7000, takes 110 hours to finish the course, her corrected time is $110 \times .7000$ equals 77 hours. Thus yacht "B" has beaten yacht "A" by 3 hours, although she finished 10 hours later.

The R.O.R.C. formula has proved very successful and sometimes in a Hobart Race of from 5 to 6 days, as little as 12 hours has covered the corrected time of as many yachts.

However, the course from Sydney to Hobart is famed for weather conditions as variable as can be found, and luck, navigational skill and meteorological knowledge are sometimes just as important; twice in the short history of this race, one of the smallest yachts has finished first across the line.

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Where to Watch the Start

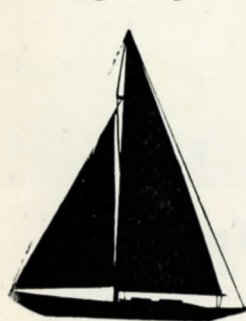
If a southerly is blowing, the fleet will make straight for the Heads; if a north-easterly, yachts will tack across the Harbour.

Good vantage points to see the start are.—North side: Bradley's Head, Middle Head, Dobroyd Point. South side: Point Piper, Nielsen Park, The Gap, and further south, Ben Buckler. From The Gap, yachts can be watched going out to sea.

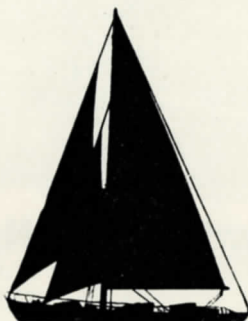
For those spectators who wish to view the start from the water, two excellent opportunities are offered.

SHOWBOAT: Departing No. 2 Jetty, Circular Quay, at 10.30 a.m. Adults, 6/-; children, 2/-. Will accompany the yachts down the Harbour, returning at 12.30 p.m.

SOUTH STEYNE: Departing No. 3 Jetty, Circular Quay, at 10.30 a.m. Adults, 10/-; children, 4/-. Will accompany the yachts through the Heads, returning at 1 p.m.



1



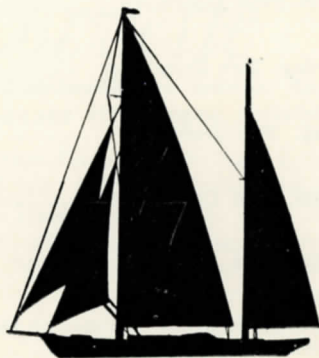
2



3



5



4

1. **SLOOP:** One mast. One headsail. Where there is no bowsprit and the boom does not extend over the stern, permitting the use of a permanent backstay, the rig is referred to as being "inboard," which applies to all types of vessels, not only sloops.

2. **CUTTER:** One mast. Two or more head sails—this requires mast to be stepped further aft than in a sloop.

3. **YAWL:** Two masts. Main (forward) mast being taller than the mizzen, or jigger, which is stepped aft of the waterline. R.O.R.C. rule of measurement requires that the area of the mizzen be not less than 9 per cent. of total sail area.

4. **KETCH:** Similar to a yawl except the mizzen is stepped forward of the rudderpost. R.O.R.C. rule requires that the area of the mizzen be at least 18 per cent. of the total sail area.

5. **SCHOONER:** Two masts, of which the larger (mainmast) is stepped a distance of at least 55 per cent. of the waterline aft from the bow.



Radio Contacts with Yachts

The Radio Relay Vessel will be in contact with all the competing yachts throughout the race and the information so received will be relayed ashore to the A.B.C. If you wish to follow the race, the broadcasting of summaries to all States will be made at the following times:—

	10.55-11.30 a.m.	
Thursday, 26th December	5.15-5.20 p.m. approx.	Sporting Panel.
	10.55-11.00 p.m.	2FC—to all States.
Friday, 27th December	11.00-11.05 a.m.	
	6.25-6.30 p.m.	
	10.55-11.00 p.m.	
Saturday, 28th December	11.00-11.05 a.m.	
	5.15-5.20 p.m.	Sporting Panel.
	11.00-11.05 p.m.	
Sunday, 29th December	11.00-11.05 a.m.	
	5.53-5.58 p.m.	
	10.55-11.00 p.m.	
Monday, 30th December	11.00-11.05 a.m.	7ZL—to all States.
	6.25-6.30 p.m.	
	10.55-11.00 p.m.	
Tuesday, 31st December	11.00-11.05 a.m.	7ZL—to all States.
	6.30-6.35 p.m.	
	10.53-10.58 p.m.	

Special weather reports for the yachts will be broadcast at the following times:—

FROM SYDNEY—2FC and VLI

Thursday, 26th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Friday, 27th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Saturday, 28th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Sunday, 29th December	8.05 a.m.	5.48 p.m.	11.20 p.m.
Monday, 30th December	8.00 a.m.	6.02 p.m.	11.20 p.m.
Tuesday, 31st December	8.00 a.m.	5.58 p.m.	10.58 p.m.

FROM HOBART—7ZL, 7NT, 7QN

Saturday, 28th December	8.07 a.m.	6.02 p.m.	11.20 p.m.
Sunday, 29th December	8.05 a.m.	5.58 p.m.	11.20 p.m.
Monday, 30th December	8.07 a.m.	6.02 p.m.	11.20 p.m.
Tuesday, 31st December	8.07 a.m.	5.58 p.m.	10.58 p.m.

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